

Continued from second page.

by a gentleman connected with one of the syndicates, the other day whilst he (hon A G) was insisting that the subsidy was too large an undertaking for us. This gentleman replied "If you can by any means undertake to give me your additional revenue consequent upon your operations, I will not ask any subsidy." It requires no especial acumen to see that a large amount of money expended in a small community directly tends to its prosperity and indirectly to a largely increased revenue. The answer of this gentleman to my position was itself unanswerable. In 1880 he had submitted a statement to the House which showed that under the worst circumstances we were prepared to meet an expenditure to the extent of \$168,000 per annum on account of the project, the Railway being constructed by the Government, by a addition to the revenue of 44 cent per head. This suggestion had been received with approval by both branches of the Legislature. But now we came to consider the increased amount of about \$206,940 which would be required under the proposals before the House, with the possibility that this amount will be somewhat reduced. The question would naturally be asked how do you propose to meet this amount? Taking one of the proposals before the House we would be called on for the first year to pay \$68,980, being one third of the subsidy. The second year two-thirds of the whole amount, \$137,960, and for the third, fourth and fifth years the whole subsidy of say \$206,940. Now he was going to make a proposition which might not meet with the approbation of some hon gentlemen who supposed themselves to be skilled in finance. He might be told that his plan was not in accordance with the well known features which govern financiers. His proposition was to borrow the money necessary for the payment of the subsidy for the first five years. It is assumed that the railway will take three years to build, so that from the expiration of the first year, one third the subsidy would probably be payable; after the second year the two thirds; and after the expiration of the third year, the full subsidy. Now then how are these payments to be provided for without increase of taxation? The following figures show the amount to be paid, and the source from which they may be met:—

Table with 3 columns: Years, Am't of subsidy required and proposed to be borrowed, Int'ly payable on amount borrowed.

Cur fishery award now yields an annual interest of \$30,000. The principal amount in round figures, after deducting the \$218,000 borrowed from it in 1879 to discharge the floating debt of the colony, to about \$750,000, makes a total of \$930,000. Now, if we take the above subsidy amount of \$27,760 together with the interests, \$85,529, we get a total of \$913,239, which, deducted from the \$930,000 above mentioned, leaves a balance on hand of \$16,711; or, to put it in another way, the aggregate of interest received from the fishery award at \$30,000 per annum, is for five years, one hundred and fifty thousand dollar. From this pay the eighty five thousand five hundred and twenty nine dollars, amount of interest on proposed loan, and we have a balance in hand of interest, sixty four thousand four hundred and seventy one dollars, and the fishery award untouched, with a debt of eight hundred and twenty seven thousand, seven hundred and sixty dollars, which debt might be fairly recouped out of the Crown Lands and Mineral reserves. He had held and still held the opinion that the Fishery Award should never be considered in the general financial arrangements of the Colony. It is a sum which has been received outside of our ordinary financial transactions, and should specially be applied to some great work of permanent advantage.

In 1887 we should have to meet this annual subsidy, \$206,940 and this interest on loan, \$3,108 \$240,048 the first amount of two hundred and six thousand, nine hundred and forty dollars being payable only for thirty years thereafter. He would take this broad and expansive view of this question:—The company will have

laid out between five and six millions in the construction of this road. The working expenses of the line would be at least from two hundred and fifty thousand dollars to two hundred and eighty thousand dollars per annum. They were bound to continuously operate. To reimburse themselves for this outlay, to enable them to receive the subsidy and to make money out of their investment, this company must have traffic. To create this traffic they must open up their mineral, settle their agricultural lands and work their timber. All those operations must necessarily give such an impetus to trade and business that it was a moderate computation to say that the revenue would increase, at the present rate of taxation, at least fifty per cent., and in ten years he believed the revenue would be doubled and he was confident that not a farthing additional taxation need be imposed. Some were timid and feared lest these expectations may not be realised, and had asked for figures. Well then, let us view it in its worst possible aspect, we have seen the rate of past increase of our population, and taking the same ratio in 1887, we should have a population of two hundred and one thousand, six hundred as the natural increase, and with a regard to immigration. It is far within the mark, therefore, to say that in 1887, we shall have twenty-five thousand more people in the island, at our present rate of taxation, five dollars and sixty cents per capita, we should have one hundred and forty thousand dollars. Allowing one half this sum for increased expenditure incidental upon an increased population, we should have to spare on account of the Subsidy.....\$70,000 Interest on Fishery Award.....30,000 Half present cost on Coastal Steam.....25,000 Conception Bay Steam.....8,000 Winter Mail Service Conception Bay.....2,000 \$135,000

On 201,600 population gives additional taxation 52 cts. per head.....104,850 \$259,850 Last year he had exhibited a statement showing interest on the loan proposed to be one hundred and sixty eight thousand dollars per annum, and to meet it suggested that under the worst circumstances forty four cents per head of additional taxation would be all that could possibly be required. But this covered interest alone, and not the working expense of the line. According to the foregoing calculation we have two hundred and forty thousand, eight hundred and eighty dollars to meet the two hundred and forty thousand, and forty dollar of subsidy and interest. He did not propose in this to touch the loan grant, which under present circumstances appeared to be absolutely necessary for the support of our people during the winter season; but, let this great work go on, new industries be projected, the portion of the Road Grant which is expended in able-bodied pauper relief, and which is nearly one half the whole grant, would not be required to support the people through the winter. They would not require it, and the same actual amount of road work would be accomplished for one half the present grant. The same observation would apply to the Special Grant; and before six years had expired, it may be anticipated that our Ocean Steam Service would be performed at a much lower rate than at present.

Finally, and to sum up all conclusions; he would now recapitulate the conditions. We have spent large sums from time to time, legitimately enough, in the encouragement of our industries, Shipbuilding, in the Bank Fishery, in the Ocean and Coastal Steam, in Telegraphy; we have encouraged our biscuit, tobacco and boot and shoe factories, what are we now going to do for the land, which shall ever be with us, which can never be taken away, and every improvement of which must remain to us and our posterity? Introduce institutions having for their object the promotion of science and art; beautify the country, bring every modern improvement to your assistance, and then the wealth which is created here will remain, and be expended in the advancement of Old Newfoundland, and posterity will pour blessings on our heads in return for the exertions which we now make in our own and their behalf.

Mr. Chairman—(said hon. A. G.) I thank the Committee for the patient hearing it has accorded me. My heart and soul are in the work which I am

now engaged. I feel that I should be derelict in my duty if I did not speak plainly. I hope I have offended no one; if I have I have done so inadvertently, and in my enthusiastic desire to advance the true interests and welfare of the country. And now I have done, my conscience acquits me of the obligation which rested upon me, and I shift the responsibility of the hungry and starving men, women and children of this country, upon those who interpose obstructions and refuse to afford the fathers and the brothers that labor which would obtain for them the means to acquire bread.

Having concluded, the hon gentleman, who was cheered throughout the delivery of his remarks, resumed his seat amidst an enthusiastic outburst of acclamation.

AGENTS FOR HERALD

The following gentlemen have kindly consented to act as our agents, all intending subscribers will therefore confer a favor by sending in their names and subscriptions that they may be forwarded to this office.

- Brigs—Mr. P. J. Power, School Teacher
Boy Roberts—Mr. G. W. R. Herlihy.
Hart's Cove—Mr. M. Moore.
Hill's Cove—Mr. Richard Walsh, Post Office Little Bay.
Trottingale—Mr. W. T. Roberts.
Fogo—M. Joseph Re dell
Tilton Harbor—Mr. J. Burke, Sr.
King's Cove and Keels—Mr. P. Murphy.
Bonavista—Mr. P. Templeman
Catalina—Mr. A. Gardiner.
Bay de Verds—Mr. James Evans
Collier—Mr. Hearn
Conception Harbor—Mr. Kennedy
HARBOR MAIN—Mr. E. Murray.
SALMON COVE—Mr. Woodford
HELVROOD—Mr. James Joy.

Notice.—This paper will not be delivered to any subscriber for a less term than six months—single copies four pence.

All correspondence intended for publication must be sent in not later than Wednesday evening.

THE CARBONEAR HERALD

Wanted labor—our noblest heritage

CARBONEAR, APRIL 8.

The opportune arrival of Mr. Blackman, as also of one or two others of practical skill and experience in railway engineering, by last mail steamer from Halifax, coupled with the satisfactory progress of legislative proceedings connected with the undertaking, lead us reasonably to conclude that no unnecessary delay will occur in the initiation and perfection of all preliminary debates and arrangements necessary to the negotiation of the contract that the same may be submitted to the legislature with the least possible delay. That to the due and careful consideration of the various details and arrangements referred to, a considerable amount of time and attention must necessarily be devoted, can by no means appear unreasonable to anyone conversant with the serious interests and responsibilities involved in so important an undertaking, nevertheless looking to the present favorable aspect of affairs, generally connected therewith we have every confidence that the early part of June, at furthest, will witness the turning of the first sod and the inception of practical operations. Within the past few days a des-

putation from this town, the second in commercial importance outside the capital, has proceeded to the metropolis entrusted with a memorial, numerous and respectfully signed, praying the consideration of the Joint Committee with regard to the superior claims of Carbonear, as the emporium of the trade and commerce of the districts of Bay de Verde and Trinity to a branch connecting with the main line. To the prayer of this memorial we have much pleasure in according our most unqualified support and approval, believing as we do, that such a line could not fail, not alone materially to contribute to the commercial and pictorial interests of the districts referred to, but necessarily tend to the development of the well known agricultural resources west of Carbonear, and to the further extension of agriculture as a permanent and lucrative source of industry to its people. In view of the foregoing facts, we most earnestly hope for a favorable response to the prayer of the memorial referred to, at the same time wishing the Railway, as the great pioneer of progress and advancement and the harbinger of future progress and prosperity God SPEED.

Since our last issue a deputation have been despatched to St. John's to present the memorial published in our last issue. On Monday morning the steamer Hercules called here for the purpose of taking the deputation to St. John's, namely, Captain Dwyer, Mr. Penny, Mr. B. T. H. Gould and Mr. Duff, these gentlemen were accompanied to the wharf by a large crowd of the principal inhabitants of this time-honored and historic town. As the steamer left the wharf three hearty cheers were given to the Carbonear Railway delegates, and as she passed down the harbor decorated with flags, many an anxious eye and heart followed her out of sight. All day Monday many would-be prophets were going from house to house prognosticating the rise or fall of the Carbonear Railway. The Telegraph Office was now and then frequented by many enquirers, but nothing could be ascertained as to the probable result of the delegates' visit, until about eight o'clock when the following telegram was received from A. Penny, Esq.:

Delegates interviewed Sir William this morning. Matter discussed in House. Presentation of Bay de Verds petition. Penny, Rorie, Scott, Watson, Water, Rogerson, Shea, Little and Whiteaway, spoke favoring extension. Referral to Joint Committee through Executive. Every hope of success. No arrivals today.

The next morning Mr. Balmer, who has taken a very able part in the furtherance of the Carbonear Railway, sent the following telegram on behalf of the people of Carbonear:

Glad to convey thanks of the community for satisfactory results attained through your endeavors, highly gratified. State definitely what time we may expect you, as Committee meets to-morrow at 10 o'clock to make arrangements for your reception. Convey thanks to all supporters.

At 10 o'clock a meeting was convened for the purpose of making arrangements for the reception of the delegates, and at two o'clock, p.m., yesterday crowds were gathering in all directions and the business of the day was totally suspended, all appeared unanimous in their efforts to give the delegates a hearty reception, as they anxiously awaited the arrival of the steamer, about the hour of 3 p.m. she steamed up the harbour to the public wharf, where awaited her a large number of persons accompanied by a band of music, which played several new and appropriate airs. The delegates landed and proceeded to the Literary Institute Room, where Sir W. V. Whiteaway's letter was read on the window, by B. T. H. Gould, Esq., accompanied by other remarks having reference to their visit

to the metropolis. The next speakers were Captain M. Dwyer, Mr. Balmer, Mr. Duff, and Rev. Mr. Johnson, who moved a vote of thanks to the delegates. After which Mr. S. Pike and Mr. T. Brown spoke at some length. All amid loud cheers and repeated shouts of "We must have the Railway at any cost."

The following is the letter of Sir W. V. Whiteaway, above referred to.

To B. T. H. Gould, Esq., Michael Dwyer, Esq., Edgar Penny, Esq., William Duff, Esq., Committee Room, LEGISLATIVE COUNCIL, ST. JOHN'S.

GENTLEMEN, The Joint Select Committee of the Honorable the Legislative Council, have much pleasure in receiving this Memorial, and in hearing the cogent reasons which you have so ably advanced in favor of the prayer of the Memorial.

The Committee concur with you as to the eminent advantages which would result to Carbonear from the extension of the proposed Railway to that town and are equally with yourselves solicitous that the project which you advocate may be effected.

By the terms of the Resolutions constituting this Committee, the subject referred to is not within their power to dispose of, but this Committee will have much pleasure in adopting that course which may be deemed most advisable in order that the prayer of the Memorialists may receive that attention which the subject merits, and which they trust will result in the accomplishment of the object which you in common with the Memorialists have in view.

I am, gentlemen, Yours faithfully, W. V. WHITEWAY, Chairman.

B. T. H. Gould, Esq., assured the people in his remarks that our hon member was ably working up the matter and he felt sure he would do all in his power to get the Railway. We have much pleasure in corroborating the sentiments of this gentleman, as we have reason to believe Mr. Pike will do all in his power in the matter since his district have showed their independence and strengthened the matter in his hands.

We also have much pleasure in informing the people of Bay de Verds district that their member Mr. Penny, is also working up this matter in the interest of his district, and the people of Carbonear ought also to feel grateful to him and the other promoters at the House of Assembly.

Can the Postmaster General inform us the reason why the Carbonear Post Office officials are seldom or never in a position to give the necessary information to parties as to the positive times to close the foreign or local mail. Some time since the Post Office official announced with a slight notice, to the effect that the mail would close at 3 o'clock, and he afterwards put out another notice contradicting the former one, and closed the mails per Newfoundland 12 hours previous to the first notice and when people who only saw the first notice went to post their letters they were told that the mail closed at such a time. Now Mr. Postmaster General, we let that matter pass, thinking it was only a slight alteration, but when we find that those alterations are not practiced in St. John's and are repeated here we think it our duty to stand out against it. Last Saturday there was a notice posted up here stating that the mail would close at half past nine o'clock Monday morning, and on Saturday night, or Sunday morning, another notice appeared to close the mails at eight o'clock Monday morning. Then the Post Office official could not inform us when she would make up another mail, and about midday on Tuesday another mail was made up in less than an hour's notice. We would also ask the Postmaster General why we are compelled to wait for our mail packets by the way of the Cape Grace, in stead of getting them direct from St. John's. If the Postmaster General do not take immediate action in this matter we hope our worthy member will, and if he fail to do so, and neglect such an important matter as mail communication, he will near from us at some length.

Local and Other Items. The Grand Jury met at the Court House on Monday, but as we have not been favored with the report we are unable to make the public aware of their movements. We hope the magistrate will learn his duty to the press in future, and if he do not care to send us a copy he might prepare

a sent for business must not and come before advanced every de We h tender Mackey, action matter and mer the Prof paid by iron ho through charges the neig or the We had acc Camero it appe return father-fell, br the an was ra The Kennes yester to 4,0 pard The man, a Mond and Wh load of The lo loved what he are all Aurora brian in the much s Are in the be ta carnou Cap days t a dist they report ki led ers ge unab The and i came man We Stipe and the N The pe v gest the the fa be a —N TL W OF M