

Leather. . . . Leather. NEW & CHEAP BOOKS.

ON SALE, By CLIFT, WOOD & Co., 20 bales Medium Light Grain Leather. 25 bales Split Leather. 5 bales Waxed leather. 15 bales Calfskin, 5 bales Linings. feb25

Valuable Business Stand For Sale, belonging to the Estate of the late Jas. McKay, Situate on Water Street West.

I AM INSTRUCTED BY THE EXECUTORS OF the estate of the late JAMES MCKAY, of St. John's, merchant, deceased, to offer for sale by private contract all the right, title and interest in and to the Dwelling House, Shop, Stores and premises situate corner of Water Street West and Springdale Street.

POTATOES AND OATS.

For Sale by CLIFT, WOOD & Co., The cargo of the schr. "Four Brothers," from Georgetown, consisting of: 600 barrels Choice Potatoes, 400 bus. Heavy Black Oats, produce of P. E. Island.

ON SALE BY P. & L. Tessier OAK PLANK, 1 1/2, 3, 3 1/2 and 4 inch, long lengths. QUEBEC PINE DECKING—3 inch, 6 and 7 inches wide, long lengths. OAK BULK—60 and 65 feet long, 18x19. GREENHEART PLANK—1 1/2, 2, 3 and 4 in. HARDWOOD PLANK. nov29,31fp

Phoenix Fire Insurance Company, LOMBARD STREET AND CHARING CROSS, LONDON. ESTABLISHED, A. D. 1782

TRUSTEES AND DIRECTORS: Joseph W. Baxendale, Esq., Bristolov Bovill, Esq., The Honorable James Byng, John Clutton, Esq., Octavius Ed. Coope, Esq., M.P., George Arthur Fuller, Esq., Charles Emanuel Goodhart, Esq., M. Rhode Hawkins, Esq., Sir J. Lubbock, Bt., M.P., F.R.S., Charles Thomas Lucas, Esq., Hon Director: JOHN J. BROOMFIELD, Esq. Joint Secretaries: WILLIAM MACDONALD AND FRANCIS B. MACDONALD.

Pianos! BRINSMEAD! Pianos!



WE are now selling some of the finest specimens of PIANOS ever imported into Newfoundland. For beauty, artistic design and mechanical action they cannot be excelled. They are recommended by the principal musicians of St. John's as the acme of perfection, from the mechanical as well as the musical stand-point.

M. F. SMYTH, 172 Water Street, Sole Agent for Newf'd.

The Northern Assurance Company, FOR FIRE AND LIFE.

Capital Three Million Pounds, Sterling £3,000,000 Fire premiums in 1881 amounted to \$444,596 13 7 Being an increase of 30,663 17 9 upon the revenue of 1869. Life premiums in 1881 157,000 0 0 Interest 101,000 0 0 Head Offices—London, 1 Moorgate Hill;—Aberdeen, 3 King Street.

Sun Fire Office, London. (ESTABLISHED 1710.)

Insurances effected upon almost every description of Property at the current rates of premium. Total Sum Insured in 1885 \$277,223,700.

FOR SALE, A few barrels of

Choice Eating Potatoes 9s. PER BARREL. THOMAS WALSH, 18 Water Street, West. feb28,1w

Banking Schr. For Sale.

FOR SALE, The fast-sailing Schooner, S. A. B. 51 Tons burthen per register; 34-years old; hardwood timbered and planked; galvanized fastened; well found in sails, anchors, chains, etc.; would make a splendid banker. This vessel has been built under owner's own supervision, and has been built for strength and speed combined. For further information, apply to feb24 CLIFT, WOOD & Co.

SYDNEY - COAL.

100 Tons Bright, Round Sydney COAL, EX STORE. Sent Home Cheap from the wharf of feb25 CLIFT, WOOD & Co.

Butter :- Butter.

Now landing, ex s.s. "Newfoundland," 50 tubs choice CREAMERY :- BUTTER, A choice article. feb17 P. & L. TESSIER.

ON SALE BY DRYER & GREENE,

Fresh Codfish Tongues, Halibut, Herring, Venison And Smoked Turbot, per s.s. "Curlaw." feb27

Preserve : Your : Sight

FRANK LAZARUS, (Late of the firm of Lazarus & Morris), Renowned Spectacles & Eye Glasses. These Spectacles and Eye Glasses have been used for the past 35 years, and given in every instance unbounded satisfaction. They are THE BEST IN THE WORLD. They never tire, and last many years without change. For sale by R. HEFFER, agent for Nfld., 200 Water Street, St. John's. jan25

CANADIAN : ROUND : PEASE.

WE OFFER 100 BARRELS Choice - Canadian - Round - Pease, feb16 CLIFT, WOOD & Co.

Choice Fresh Halibut.

Just received, per S.S. "Curlaw," At the City Auction Sale Rooms, 2 BLS CHOICE HALIBUT, (packed in ice), 3 BLS CODFISH, 2 BLS HERRING. Call early on Monday morning and get choice cuts. feb25 JOHN B. CURRAN & Co.

FRESH New-Laid EGGS.

FOR SALE BY CLIFT, WOOD & Co., 500 Doz. Eggs, WILL BE SOLD CHEAP, to close sales.

ON SALE BY P. & L. Tessier

50 barrels LONDON CEMENT, \$3.20 per brl. feb17

SMOKED CAPLIN

ON SALE BY CLIFT, WOOD & Co., Choice Smoked Caplin, In boxes of 5, 10, 15 and 20 lbs. each. A cheap and delicious article of food. feb16 FOR SALE, One handsome Double Sleigh, suitable for pair of horses; quite new and in good order. feb29 JOHN S. SIMMS.

LEGISLATIVE COUNCIL.

WEDNESDAY, February 29th. THE House met at half-past four o'clock. Hon. the PRESIDENT laid before the House a petition that had been forwarded to him from Trepassay, on the subject of prohibition. Hon. M. MONROE presented a petition from the inhabitants of Shoal Harbor, Trinity Bay, on the subject of prohibition.

ORDER OF THE DAY:

SECOND READING OF SEAL FISHERY PROTECTION ACT AMENDMENT BILL. Hon. the COLONIAL SECRETARY said, when this bill came up for the approval of this Chamber, he had explained the circumstances connected with it, and gave his reasons, it not being a Government measure, for not moving in a matter of so much importance to the trade and general interest of the colony without first having had a consultation with its introducer, who, at the time, was absent from St. John's. He had thought, also, that as it related wholly to the prosecution of one of our staple industries, its explanation in this Chamber would come more appropriately from one of the commercial members of the Chamber than from him. However, at the suggestion of hon. Mr. Monroe, it was, as a matter of ordinary courtesy, read a first time; but that hon. gentleman does not apparently desire to take any further steps in advancing it to subsequent stages. In now, therefore, moving that the bill be read a second time, he (C. S.) would remark that its principle is confined chiefly to two points. It first proposes to repeal the Act of last session, which defined the right of property in seals killed and bulked, or panned, upon the ice; and, secondly, it limits the time for panning to a period subsequent to the twentieth of March. Hon. members, no doubt, remember that the Act passed last year was, in its passage through both branches of the Legislature, the subject of much consideration and discussion, and in its final shape established principles of right that governed cases of litigation which frequently occurred, arising out of disputed ownership of seals killed and panned at the seal fishery. It provided that masters and crews of vessels, in order to maintain a right to their property in seals killed and panned, should keep up a continuous personal watch over them; otherwise they might become the property of other crews coming along in their absence. This law abolished the previously existing custom by which seals bulked upon the ice, and marked by flags, remained the property of those so killing and marking them at no matter what distance from their vessel. This bill, on the contrary, proposes to do away with the obligation of maintaining personal guard and possession, thus relegating the practice to that which existed prior to the enactment of last session. As a reason for this proposal, it is urged by those having most intimate practical knowledge of proceedings at the seal fishery, that by obliging masters to compel their crews to watch the seals when bulked, which they, in their anxiety to secure their property, would naturally do, a grave responsibility is imposed upon them by causing them to expose the lives of their men to risk of loss from fog, drifting ice, or severity of weather; and that if obliged to remain in watch on the ice all night and day, serious results might occur, as no man can foresee the possibilities of the elements. The preservation of human life should be the first consideration of the Legislature in making laws, and if the allegations urged in favor of this measure, that it will tend more largely to that end than the act of last year, that object should with us be paramount. If hon. gentlemen of this Chamber, who have experience and knowledge of this subject, infinitely in excess of his (C. S.), take that view of the case, it is for them to say whether the reason is sufficient for the passage of the bill now before them. He had no argument to advance in support of the measure beyond a bare statement of its object and the dangers it proposes to remove. If hon. members, with a due sense of the responsibility devolving upon them, consider it desirable to enact in order to avert the evil consequences apprehended; or if they think that others may possibly arise under the operation of this bill, no doubt they will set forth their reasons for the course they may pursue in dealing with it, and whatever vote may be cast upon it, each in his own mind will be satisfied that there are good grounds for his act. He begged to move that the bill be now read a second time.

HON. JAMES PITTS supported the motion made by the hon. Colonial Secretary. The bill now before us was introduced into the other branch of the assembly by a gentleman of very

extensive practical experience in that branch of our industries with which the measure proposes directly to deal. So far as he (Mr. P.) could ascertain, the reasons that prompted him to move in the matter by bringing forward this measure are endorsed by many others of equal experience in the prosecution of the seal fishery. As he understood the bill, it differs materially only upon two points from the Act of last year. The provision prohibiting the panning of seals before the 20th of March, is framed, he was led to believe, in the interests of the less powerful steamers and smaller vessels. If that would prove to be the result of this bill, then it commends itself strongly to his approval. As regards the other point, he perceived much force in the contention that the operation of last year's Act would involve the risk of health, and possibly the lives of the men who, in order to maintain ownership to panned seals, should remain upon the ice night and day subject to the caprice of the winds and waves. If this ground of agreement be admitted, then it would be but rational as well as an act of humanity, to take such action as would obviate the possibility of those serious consequences. These grounds were sufficient, he thought, to recommend the bill to the favorable consideration of this chamber; they were at all events reasons sufficient to justify him in supporting it.

HON. C. BOWRING entirely disapproved of the proposed repeal of an act so recently passed and after long and careful consideration of both branches of the legislature, as that of last session. He thought that in any matter of legislation, when the legislature passes an enactment for any object after serious deliberation it should not be hastily superseded without grave cause. Such a course would stratify the proceedings of those who took part in them and render legislation a mockery and a delusion. When he remembered the time, trouble, and attention that were devoted to the discussion and consideration of the law which those who assisted in framing and assenting to, are now desiring to rescind without trial of its merits, he must characterize the proceeding as strange and extraordinary to say the least of it. They had, during the progress of the measure through the legislature last session, no evidence taken officially regarding the effect of its provisions, but information was obtained from nearly all sources of value, and opinions of practical persons were obtained, the general view being that it would prove to be a law highly beneficial to the interests of the country as affected by the special industry it was enacted to protect. He altogether disagreed with the hon. Mr. Pitts that the provisions of the bill now submitted to them for approval would conserve the interests of the less powerful ships. He thought quite the contrary would be its tendency: that it would place the whole chance of the voyage in the hands of steamers of greater power, indiscriminate panning of seals giving them at any time an immense advantage over their weaker neighbors. The crew of one of the large steamers on getting among the seals can begin to take them while the ship keeps steaming ahead, and with her powerful steam winches can take on board two seals for every one that a smaller vessel could take. A case had been related to him of a powerful steamer getting early into the seals, her crew panning and flagging seven or eight thousand, and when others of the fleet came up the master of the former abandoned his seals, went ahead and took up fresh berths and loaded his ship; but the seals he had left behind being flagged were entirely lost, because the ships following in his wake respected the flags placed as marks on the pans to secure right of property. He did not think there need be apprehended any danger to life under the operation of the provision of the existing law which requires personal guardianship or possession to constitute right of property in panned seals; and he believed disputes and conflicts would be much more likely to occur under this bill which would foster litigation, to obviate which was one of the most urgent reasons advanced in support of the law now on the Statute Book. It is unnecessary to remind honorable members what litigation arising out of sealing disputes means, with the confusion, ill feeling and demoralizing tendencies it engenders. We have seen men in these cases go into the witness-box and make statements, through ignorance or design, utterly at variance with circumstances as deposited to by others, rendering conflict of testimony so embarrassing that in most cases it is next to impossible to arrive at a true state of the facts. He (Mr. B.) had conversed with several sealing masters, men who had considerable practical experience in the prosecution of the seal