

THE CARBONAR HERALD

AND OUTPORT TELEPHONE

Vol 2

CARBONAR, NEWFOUNDLAND, MAY 6th, 1881.

No

ADVERTISEMENTS.

THE CARBONAR HERALD OUTPORT TELEPHONE.

Is Printed and Published from the Office west of the Post and Telegraph Office, Water Street, Carbonar, every FRIDAY MORNING.

Terms - - - \$3.00 Per Annum (Payable half-yearly in advance.)

Advertising Rates.

Fifty cents per inch for first insertion, one-third of the above for each continuation. Standing Advertisements inserted monthly, quarterly half-yearly or yearly on the most reasonable terms.

All communications for the "Herald" to be addressed to the Proprietor and publisher,

E. J. BRENNAN,
Herald Office, Water S.,
Carbonar.

IMPORTANT TO PURCHASERS

QUICK SALES & SMALL PROFITS.

E. J. BRENNAN'S
Grocery & Provision Store
HARBOR ROCK H L L,
CARBONAR.

THE Subscriber begs to inform his friends and the Public that he has

OPENED A

Grocery and Provision Store, and offers FOR SALE a large quantity of

GOODS

AT LOWEST CASH PRICES

Flour No. 1.....	£1 15 0
Flour No. 2.....	1 13 0
Bread No. 1.....	1 5 0
Bread No. 2.....	1 2 0
Butter in 25 pound tubs.....	0 1 2
Butter in 40 do.....	0 1 1
Tea—extra.....	0 2 6
Tea—good.....	0 2 0
Sugar, brown.....	0 0 5
Sugar, light.....	0 0 6
Kerosene Oil, per gal.....	0 1 7
Boys' and girls' faced boots.....	0 7 6
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Men's E. S. Boots.....	0 10 0
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And a lot of CUSHIONS, PICTURES and sundry other articles.
Also a quantity of Cheap DRY GOODS.

All parcels sent to any part of the Harbor.

E. J. BRENNAN.

N.B.—I would respectfully invite both permanent and casual poor to give me a call with their orders, and they will find it to their advantage. This is a free country and the poor ought to enjoy the privilege, at least, of spending orders where they please. Don't mind where the Government officials may send you, go where it suits yourself, they have no power to send you any where in particular. There is money in it and we must have our share or at least chance for it.

E. J. B.

TERRA NOVA MARBLE WORKS

West corner of Duckworth St East, t. John's.

OPPOSITE STAR OF THE SEA HALL

JOHN SKINN R

Manufacturer of
Monuments, Tombs, Grave
Stones, Counter Tops,
and Table Tops, &c.,

All orders in the above line executed with neatness and despatch from the latest English and American designs.

ADVERTISEMENTS.

This Great Household Medicine ranks amongst the leading necessities of Life.

These famous Pills purify the blood and act most powerfully, yet soothingly on the

LIVER, STOMACH, KIDNEYS, and BOWLS, giving tone energy and vigour to these great Main SPRINGS OF LIFE. They are confidently recommended as a never failing remedy in all cases where the constitution from whatever cause has become impaired or weakened. They are wonderfully efficacious in all ailments incidental to Females of all ages and



Its Searching and Healing Properties are known throughout the world.

For the cure of BAD LEGS, Bad Breasts, Old Wounds, Sores & Ulcers and every kind of SKIN DISEASE, has never been known to fail.

The Pills and Ointment are Manufactured only at
533 OXFORD STREET, LONDON.
And are sold by all Vendors of Medicines throughout the Civilized World; with directions for use in almost every language.

The Trade Marks of these Medicines are registered in Ottawa, hence, any one throughout the British possessions who may keep the American Counterfeit for sale, will be prosecuted.

Purchasers should look to the Label on the Pots and Boxes. In the address is not 533, Oxford Street, London, they are spurious.

134-SIGN OF THE GUN-124

HAWLEY & BARNES

General Hardware Importer

Have now received their spring stock

HARDWARE & FANCY GOODS,

Consisting of:

ELECTRO PLATED WARE, CUTLERY, GILT AND OTHERS, MANTLE AND TOILET GLASSES, CHANDLER AND TABLE LAMPS, IN GREAT VARIETY.

A large assortment of,

GLASSWARE, NAILS, SHEET IRON, PAINT, PUTTY, &c.

Don't forget the Address.

HAWLEY & BARNES

SIGN OF THE GUN,

No. 34, Arcade Building,

ANDREOLI'S

Book & Novelty Store,

HARBOR GRACE

116—WATER STREET—116,

The Subscriber offers for sale

BOOKS

PICTURES, LOOKING GLASSES,

CLOCKS, TIME PIECES

LOOKING GLASS PLATES

Status, Picture Framing,

STATIONERY,

And a Variety of FANCY ARTICLES, too numerous to mention.

PICTURES framed to order

CLOCKS CLEANED & REPAIRED.

Outport Orders strictly attended

V. ANDREOLI.

JOB PRINTING

of every description neatly executed at the Office of this paper.

AGENTS FOR HERALD

The following gentlemen, have kindly consented to act as our agents, a list being sent to our subscribers, and a list of subscribers sent to them in their names and subscriptions that they may be forwarded to this office.

Briggs—Mr. P. J. Power, School Teacher

Boy Roberts—Mr. G. W. R. Herlihy.

Heart's Content—Mr. M. Moore.

Bell's Cove—Mr. Richard Walsh, Post

Little Bay—Office Little Bay.

Twillingate—Mr. W. T. Roberts.

Fogo—Mr. Joseph Rendell.

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King's Cove and Keels—Mr. P. Murphy.

Bona Vista—Mr. P. Templeman

Catrina—Mr. A. Gardiner.

Bay de Verde—Mr. James Evans

Collier—Mr. Harbun

Conception Harbor—Mr. Kennedy

HARBOR MAIR—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 fourpence.

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

HOUSE OF ASSEMBLY.

WEDNESDAY, March 23.

Continued.

It was a wise saying of old George Pennycuik the Quaker capitalist and friend of Stephenson: "Let the country but make the railroads, and the railroad will make the country." Our experience has verified this again and again both on land and water. Some forty years ago, when Canada expended forty million pounds in cutting canals, through this country, the "ruined" people cried out against the policy that entailed such a burden upon them. The British Government came to their relief and guaranteed the debt, and these canals, which were to ruin, built up the country. When worth only one shilling and six pence in the interior, sold at five shillings on the seaboard; and yet the farmers who were thus benefited were loudest in their condemnation of these canals—like their brethren in England; who hunted the first railway surveyors off their lands with dogs and guns, aiming at the destruction of those who were doing a work which was to raise their country, and especially themselves, to the highest point of prosperity. This offer of the New Brunswick Legislature was placed before the capitalists of Great Britain; they would have none of it, and then little New Brunswick took it up. What visions of power, fame, fortune came up before us! How the press did abuse this ring of speculators. How the people in their might were called to rise up and punish the Government and Parliament which had given away their lands to us monopolists.

He believed it to be impossible to anticipate the many benefits that would flow to the colony when this projected Railway was in operation. Our outlay will be returned in a thousand ways. And now in conclusion, a word about the West Coast and the district he had the honor to represent. Why should the people of Fortune Bay pay \$3,000 or \$6,000 per annum towards the support of this Railway which would especially benefit other parts of the country. The Fortune Bay branch of the line had been stricken off, and by so doing, his sympathy had to some extent been alienated from the project. He protested strongly and emphatically against this departure from the original design. It was his duty to state here that the people of that district could not be expected to pay a pro rata tax while they were excluded from the advantages of a railroad. No doubt they would participate in the general prosperity of the country resulting from the work; but so would countries outside of Newfound-

land. Many years might elapse before the people of Fortune Bay would benefit materially by this railroad.

THURSDAY, March 24.

RAILWAY RESOLUTIONS.

Mr. Scott—Before the resolutions before the chair were adopted by the House, he thought there ought to be some amendment. He could not see that they had sufficient information to warrant them in accepting either one of the propositions submitted. They have the opinions of only two gentlemen as to the construction of the most suitable line of Railway in this country. He would therefore strongly advocate the appointment of a Select Committee from both branches of the Legislature, to consider which of the gauges they deem the most desirable to accept. It has been said that they have already wasted valuable time in considering this subject. He did not think so. There has been already a reduction in one of the proposals amounting to some \$28,000 a year in the money subsidy, besides a reduction of the land grant, and were they not warranted in expecting a further reduction. They are now called upon to accept the proposition of Mr. Blackman which is undoubtedly the popular one, but that they should be asked to accept it as it stands is quite another question. He considered it if it was determined upon to refer the matter to a joint committee, that they should not be bound to accept the present proposal, but that they should be left free to accept any other more favorable one. He was informed that a gentleman from New Brunswick made an offer to construct the proposed railroad. He offers to build it at an annual subsidy of \$2,000,000 with a land grant less than that already demanded. If however he is not prepared to modify his proposal considerably he presumed it would not be entertained. If they now commit themselves to the proposal of Mr. Blackman they of necessity debar themselves from accepting any more favorable offer that may be hereafter made. He did think then that they would be justified in going further with the matter at present.

Hon. the Speaker said he could not allow the present resolution to pass without still further expressing his opinions against it, which he had already placed before the House. That the contemplated Railway should necessarily be a narrow gauge railway is a matter for very serious consideration. The question as to whether we will have a narrow or wide gauge railway is a thing of the future, to which we must give our most serious attention. He need not repeat what he had already stated last evening in reference to the alien clause, or what has been so ably put to the Surveyor General, as to importance and value of the land which we propose to give away in one sweep to members of another nationality. In looking over the terms of the resolution, he found that there was no provision made, that the contract to be entered into should have the final sanction of the Legislature.

Hon. the Premier—It is understood that such will be the case. Everybody is in the resolution.

Hon. the Speaker was not aware that it was so understood. Under all the circumstances he thought that the reasonable delay which he asked for, before finally committing themselves to this resolution, would not be delay in the long run. Under these circumstances he would submit as an amendment to the resolution before the chair, the following:

"That having regard to the magnitude of the interest involved in the question before the chair, it is the opinion of the Committee

1st—That a Commission should be appointed to consider the terms upon which the construction of a Railroad from St. John's to Hall's Bay with branches to Clark's Beach and Harbor Grace, could be entered into with advantage to the colony provided that such terms do not include a concession to aliens to hold land in this colony in fee simple."

This proposition leaves out the commitment of the Legislature to the offer of Mr. Blackman, and gives a broader field of action to the Committee which may be appointed to consider it.

2nd—That such commission should be empowered to receive, consider and report upon such tenders for the carrying out of said Railway enterprise as might be presented to them.

3rd—That such commission should secure and retain the services of some skilled and experienced engineers for purposes of consultation and advice.

Upon this point he apprehended there could be no question. Although that no final or binding action should be taken on such commission in the acceptance of tenders until the same be ratified by the Legislature at its next session.

Upon this point he had already expressed himself very strongly. The responsibility of ratifying and confirming the contract hereafter was one which they should all be prepared to take upon themselves, and he would repeat that it was unfair to confine it to the Executive alone. He would wish it to be understood that he was not advocating unnecessary delay in this measure. He saw the necessity of, if possible, immediate action. He had moreover, a firm belief that we should go closer to real action in the matter by adopting that course of reasonable delay which is proposed in the amendment now before the chair. He felt it his duty, however, to place the amendment upon record as his protest against what appeared to him to be the reckless policy involved in the acceptance of the resolution before the chair.

Mr. Tessler—The resolutions before the house were very different in character from what might have been expected from the Legislature of last session. When the proposal of that session was made that the colony should undertake to raise a loan of \$5,000,000 and construct a railway with that money he was opposed to any such proposition. He said which authorized the raising of this loan was now a dead-letter upon the statute book. It had been entirely ignored and thus events had proved that he was right in his solitary opposition to it. It must not be assumed that he was opposed to the building of a railway in this country, but it was to be regarded in the light of a commercial question upon which we were bound to satisfy ourselves, before purchasing how were we to pay. The first questions then that suggested themselves were: do we require a railway? and can we sustain a railway by finding paying traffic for it? Then if we were satisfied upon these points another question would arise: is the project within the means of the colony? All these points had been referred to by members of both sides of the house. He hoped that as soon as possible the proposed contract would be placed before the house in some tangible shape, and in such a form as will be acceptable to all classes and rebound generally to the sound financial credit and prosperity of the colony.

Hon. the Premier had listened with much pleasure to the remarks of the hon. member for St. John's who had just spoken. The hon. member, Mr. Thorburn referred to the fact that he was the only member of the house opposed to the bill of last session, and refers with pleasure to the fact that that measure had been dropped. He, the Premier, did not, however, regret the introduction of that measure, for he believed that but for that Bill and the proceedings and work done under its provisions we would not be in the position we are in to-day. He did not believe that the offers made would be before us but for the existence of that statute. The result of that Act was that it was ascertained that the railroads Spread Eagle Peak to Harbor Grace could be built for \$5,000,000, and upon the basis of that survey these recent offers were made. It may then be admitted that the existence of that Act of last session was the reason why we are now so favorably situated in our relations with foreign companies. He was still of opinion that the course suggested last session would be the better one for the country and in the end would be more beneficial in its results. The onus of developing the country will be thrown on the shoulders of this company which otherwise would have to be borne by the colony. However there were and are those who are

See fourth page.