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 the road was to be substantial and efficient and subject to inspection and approval, without which we are not responsible for the subsidy. The general provisions are then made for the construction, rolling stock, trussing mason work, cross ties, bridging, ballasting, &c., and all necessary details so as to ensure the character of the line. It is then provided that "the company shall efficiently and continuously operate the lines of Railway according to a regular timetable" and shall run "one passenger train each way each day (Sunday excepted) over the whole line," but as many more trains might be added at the Company's business may necessitate. Some misconception has got abroad as to the carriage of mails by the Company. The Company are bound to furnish such accommodation for the transmission of the Government mails as the Government may require, and as to the payment for such transmission it is provided that

"The Syndicate Company shall provide the Government with all facilities for transporting the Government mails, when required, in such quantities as the Government may require. . . . As to the amount to be paid by the Government for such services, the terms shall be equitable and fair, and based upon mail arrangements in Great Britain, the United States and the Dominion, under similar conditions."

It cannot be expected that the Colony shall have the mails carried for less than other countries, under a similar state of circumstances, and the (hon. P.) believed that the House and the country will consider the provision as to the mails as wisely framed, and that the committee acted in the best interests of the colony in this matter. Although we pay at present about \$76,000 a year for fortnightly communication between the outports and Labrador, he believed that under the highest possible charge, the mails can be transmitted tri-weekly at a less charge than we now pay for these fortnightly mails. The next paragraph refers to the grants of land to be made to the company. The quantity was reduced to blocks of five thousand acres, and upon the discussion of the matter great anxiety was evinced as to the possible interference with the rights and necessities of the fisheries and it was urged with great force that due care should be taken to make ample reservation of these requirements, and that in various parts of the country it was absolutely necessary to reserve certain forest lands, though they may adjoin the railway and form part of the land to be taken by the company. A most comprehensive provision has been inserted to meet the needs of the fishing population and the general public, to the effect that "Nothing in this contract contained, shall preclude the Governor in Council from exercising the right to make such reservations relative to crown lands as he may deem necessary, to provide for the construction of roads and bridges, Court Houses, market places, churches, chapels, or other places of public worship, school-houses, bogs for supply of manure or fuel to the public, forests for the uses of the fishery, or for any other public use or purpose whatsoever." On the one hand, the Government insisted these powers of reservation, and it was then thought unreasonable that the company should be compelled to take swamp and barren land along the line. Besides, when it was considered that the object which this company had, in obtaining these lands, was to open them up for settlement, it was thought most unreasonable for them to take swamp and barren land, and it therefore provided that "the company shall not be compelled to accept barren or swampy lands along the railway, but may select from crown lands elsewhere." Therefore it is provided that where land is not obtainable along the line, fair good and shall be selected elsewhere in the position of one block to the Government out of every three. The reason of this proviso, is that it being the intention of the company to run branch lines in and about the region of these blocks in order to oblige them, such branch lines will open up the lands of the Government, equally with those of the company. It was thought only reasonable that where by the action of the Government was rendered valuable, that some concession should be made to the company, and every inducement and facility held out to the company to extend their lines and settle their lands. He (hon. P.) considered however, that the most important provision in connection with the grants, is that security is given by the section alluded to for the preservation of our fishery rights and privileges, by the reservation of public lands and forests for fishery and other public purposes, the section being as broad and comprehensive as possible for any public purpose whatsoever. The next important clause to which he would refer was the section to the right of way. This right of way is estimated at \$90,000, one half years' subsidy, and if the right of way cost more than \$90,000 it will be borne by the company; if less, the company will of course obtain the benefit as the amount is to be paid out of the last year's subsidy. The contract provides that a sum of money shall be deposited as security for the performance of the work, and the sum of \$100,000 may at first appear rather small, as the security of the performance

of the work, which will cost five or six million dollars; but the committee took all these matters into its consideration and looked upon the money to be deposited merely as an earnest of the work being proceeded with, for immediately the company had commenced building the road the country would have ample security in the construction and operation and operation of the road. The committee have not been unmindful of certain consequences which flowed to our laboring classes from the action of some mining companies a few years ago, when a number of miners were through the failure of the company to pay their wages, thrown upon the Government for relief, and in order to avoid a repetition of such provision is made for the payment of all labor on the line by the month, and the company is to place in some bank in this colony, every month in advance, sufficient to meet the current month's wages, and the amount to be deposited is to be arranged from time to time between the Government and the company. Now there is another clause to which he would refer, because there seemed to be some misapprehension both outside and inside the house upon the matter. The language of the report was so explicit, that it would be better to read it. It is to this effect:

"The offer contained Mr Blackman's original proposals, which would give the Government the right to an abatement of subsidy in the event of the cost of the road being less than fifteen thousand five hundred pounds per mile, was taken into full consideration by the Committee; but as the great reaction of the subsidy seemed to make this condition no longer applicable, and as it had been relied on as involving any valuable consideration for the Government, and further, the clause appearing to raise objections on the score of its creating an uncertainty in the reliable amount of the subsidy, and consequently operating to prejudice the financial operations of the Company, the Committee felt that it was wise to omit the condition from the contract, and they accordingly omitted it."

Hon Mr Shea rose and seconded the second reading of the Bill.

After a few observations from hon Surveyor General, hon Receiver General, hon Mr Winter, Messrs Goodridge, Jessier and Scott, the Bill was read a second time to be committed to a committee of the whole house on to-morrow.

Mr Scott begged leave to move the adoption of the address to His Excellency the Governor on the subject of the bank fishery.

Mr Goodridge had much pleasure in seconding the address.

Hon Receiver General wished to present a statement made by the hon member for Ferryland to the effect that notice had not been given of the withdrawal of the bounty.

Mr Rorke considered the enterprise was deserving of the continued support of the Government.

Mr Parsens supported the adoption of the address.

Hon the Premier said the address in its present form was hardly one that could be put to the house.

Mr Scott had no objections to such alterations as will insure the adoption of the Address.

After the suggested alterations had been effected the Address was carried.

Hon Receiver General moved, in pursuance of notice given, the following Resolution which was seconded by Mr Newlan:—

Resolved—That the Select Committee appointed to enquire into the present system of conveyance to the Labrador of females engaged in the Labrador fishery be empowered to sit and take evidence after the prorogation of the present session and to report to the House at the next session of the Assembly.

Hon Mr Rorke moved, seconded by Mr Penney, that the Select Committee on the desirability of legislation on the subject of coal-traps used in this colony be empowered to sit and take evidence after the prorogation of the present session and report to the House at the next session of the Assembly.

Upon motion of the hon Receiver General the Bill for the amendment of the District Courts Act was read a first time, and ordered to be read a second time to-morrow.

The house then adjourned till half-past three o'clock to-morrow.

TUE-DAY, April 26.

The house opened at half-past three o'clock to-day.

Registration of deeds Bill was read a third time and ordered to be engrossed and taken to the Legislative Council by a deputation consisting of hon Attorney General and Mr Kent.

The house then resolved itself into Committee of the whole on Railway Construction Bill.

Mr Watson in the chair.

Upon motion of hon Attorney General the first section was read.

Hon the Premier said that he had made some observations upon the subject on last night which he considered unnecessary to repeat. He would therefore simply move the adoption of this section, the nature of which has been explained as far as necessary.

Hon the Speaker [Mr. McNeily] could not allow this section to pass without placing on record his strong convictions in reference to it, the manner in which the rights of this country have been treated by this committee and the serious consequences with which the project is fraught; consequences of such a character that their importance cannot be at present time fully estimated, but which involved to a greater extent than any measure that has ever come before this house, the future interests of this colony. He was compelled to express his extreme dissent from the conclusion at which the Committee have arrived. To a committee of both branches of the Legislature was referred the consideration of the Railway policy, and it was the determination of this house from which he had dissented, that Mr Blackman's proposition afforded a favorable basis upon which the committee were appointed to negotiate a contract. However the house did not assent to his resolution and the committee was appointed with these propositions as a basis of negotiation. It must be apparent that the committee had no powers beyond the consideration of what was contained in this preliminary proposition of Mr Blackman. The committee having concluded negotiations with Mr Blackman we were necessarily precluded from any reversal of their act, and it would be a very difficult matter for this house to revoke the action of the committee and cast a vote of censure on a committee to which were delegated certain powers. But he did not assume that the rejection of the bill would necessarily be a vote of censure on the committee. He had carefully and with much deliberation examined the whole question. The deliberate conclusion at which he had arrived after the most serious consideration, was that it was necessary for him in discharge of these duties to give his most strenuous and determined opposition to the provisions of this contract. The question was not for us to suggest such alterations in the contract as we may deem for the interest of the country; we are precluded from that course; but simply to take it up and accept it in its entirety or reject it altogether. The question which now logically presents itself to our minds is this: "Are the objections of this contract counterbalanced by its advantages?" His deliberative decision was that they are not and cannot be counterbalanced. There is no one who would more heartily hail the introduction of a railway in this country, who believed it was more conducive to the best interests of the country than was he; but he still could not see that the terms of the present contract were such as this colony should assent to. He was perfectly

satisfied that better terms could be secured than those now submitted. I find (said the hon Speaker) that the concessions to Mr. Blackman in the Bill before the House are much larger than he asked for in his original proposition.

To be continued

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PURITY OF BLOOD ESSENTIAL TO HEALTH, STRENGTH, AND LONG LIFE.

THE PILLS

surpass all other Medicines for Purifying the Blood; they are available for all domestic and household remedy for all disorders of the

STOMACH, LIVER, KIDNEYS AND BOWELS.

In Congestion and Obstruction of every kind they quickly remove the cause, and in constipation and disordered condition of the Bowels, they act as a cleansing agent.

For Debilitated Constitutions and all Female Complaints these Pills are un- surpassed—they correct all Irregularities and Weaknesses from whatever cause arising.

THE OINTMENT

stands unrivalled for the facility it displays in relieving, healing, and thoroughly curing the most inveterate Sores and Ulcers, and in cases of

BAD LEGS, BAD BREASTS, OLD WOUNDS.

Gout, Rheumatism, and all Skin Diseases, acts as a charm.

Manufactured only at Professor HOLLOWAY'S Establishment,

533, OXFORD STREET, LONDON, and sold at 1s. 1/2d., 2s. 9d., 4s. 6d., 1s., 2s., and 3s., each Box and Pot and in Canada, 36 cents, 90 cents, and \$1 50 cents, and the larger sizes in proportion.

Caution.—I have no Agent in the United States; nor are my Medicines sold there. Purchasers should therefore look to the label on the Pots and Boxes. If the address is not 533, Oxford Street, London, they are spurious.

The Trade Mark of my said Medicines are registered in Ottawa, and also at Washington.

Signed THOMAS HOLLOWAY, 533, Oxford Street, London, Sept. 1, 1880.

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M. J. SHEEHAN, Tinsmith and Dealer in Stoves.

Desires to inform the public of Carbonar, and vicinity, that he has just opened business in the shop recently occupied by Mr. T. Malone and nearly opposite the Court House Fire Brick, where he has on hand a large assortment of

TINWARE

Of every description. Also a large assortment of Stoves and Castings.

All orders in the above line attended to with promptitude and satisfaction.

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CAUTION.

The PILLS Purify the Blood, correct all disorders of the Liver, Stomach Kidneys and Bowels, and are invaluable in all complaints incidental to Females. The OINTMENT is the only reliable remedy for Bad Legs, Old Wounds, Sores, and Ulcers, of however long standing. For Bronchitis, Diphtheria Coughs, Colds, Gout, Rheumatism, and all Skin Diseases it is no equal.

BEWARE OF AMERICAN COUNTERFEITS.

I most respectfully take leave to call the attention of the Public generally to the fact, that certain Houses in New York are sending to many parts of the globe SPURIOUS IMITATIONS of my Pills and Ointment. These frauds bears on their labels some address in New York.

I do not allow my medicines to be sold in any part of the United States, I have no Agents there. My Medicines are only made by me, at 533 Oxford Street London.

In the books of directions affixed to the spurious make is a caution, warning the Public against being deceived by counterfeiters. Do not be misled by this audacious trick, as they are the counterfeiters they pretend to denounce.

These counterfeiters are purchased by unprincipled Vendors at one half the price of my Pills and Ointment, and are sold to you as my genuine medicines.

I most earnestly appeal to that sense of justice which I feel sure I may venture upon asking from all honorable persons, to assist me, and the Public, as far as may lie in their power, in denouncing this shameful fraud.

Each Pot and Box of the Genuine Medicines, bears the British Government Stamp, with the words "HOLLOWAY'S PILLS AND OINTMENT, LONDON, engraved thereon. On the label is the address, 533, OXFORD STREET, LONDON, where alone they are manufactured. Holloway's Pills and Ointment bearing any other address are counterfeits.

The Trade Mark of these Medicines are registered in Ottawa. Hence, any one throughout the British Possessions, who may keep the American Counterfeits for sale, will be prosecuted.

Signed THOS HOLLOWAY, 533 Oxford Street, London.

Government Notice.

ALL PERSONS having Claims against Board of Works are requested to find in their Accounts (duly certified) not later than MONDAY 26th inst.

By order JOHN STUART, Secretary.

HARBOR GRACE STORE DEPOT

Glass and Tinware Establishment.

(To the east of Messrs. John Mann & Co Mercantile Premises)

C. L. KENNEDY,

Desires to intimate that he has recently received a large assortment of the latest improved and very best quality of Stoves comprising Cooking, Fancy, Franklin and Fittings of all sizes Edge fish and American GOTHIC GRATES.

In addition to the above, the subscriber has always on hand—American Hatches, Harness Rings and Buckets Sheath Knives and Belts Wash Boards, Brooms, Clothes Lines Water Pails, Matches, Kerosene Oil—best quality Turpentine, Stove Shoe, Paint & Clothes Brushes, Preserved Fruits, condensed Milk, Coffee, Soaps, and a general assortment of Groceries, Hardware, Glassware, Tinware etc.

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