

The Hon Receiver General, by command of his Excellency the Governor, laid on the table of the House the following documents:

Financial statement of the affairs of the Colony, for the year ending 31st December, 1879.

Estimates for defraying the expenses of the Colony for the year 1880.

Detailed statement of the salaries of Subordinate Magistrates, Clerks of the Peace, Constables and gals in outports for the year 1880.

Ordered that the said documents do lie upon the table.

Mr. Scott gave notice that he would on to-morrow ask the hon. the Premier whether it is the intention of the Government to adopt any measures for the building of a Railway to Harbor Grace.

Mr. Tessier presented a petition from the Hon. E. White and others, praying that the road leading up the South Side towards Vail's Mill be widened. The widening of this road has been a long subject of consideration from year to year, but never carried out. There have a so, he believed, been some surveys made; the South Side is of such importance now, that this matter should receive their serious consideration.

Mr. Scott—This was a very important road, the petition is numerous and respectfully signed, and the request contained therein a most reasonable one. He trusted that the Chairman would make such arrangements as would lead to the extension of that road as far as St. John's Farm.

Mr. Tessier gave notice that he would on to-morrow move an Address to his Excellency the Governor on the petition of Edward White and others for the completion of the road on the River Head, South Side.

Mr. Parsons presented a petition from Thomas Thistle and others, of Fouch Cove, on the subject of a road.

Mr. Scott presented a petition from Messrs. Ayre, Lash, and other confectioners, praying for an increase of duty on Confectionery imported into the colony. It would seem to be a hardship upon the petitioners that they were obliged to pay the same duty upon refined sugar imported as is paid upon confectionery manufactured abroad and imported. These parties employ a number of men in the manufacture of confectionery, and are entitled therefore to a drawback. When the tariff came up for consideration he would bring the matter more prominently under the notice of the Hon. Receiver General.

Mr. Kent presented a petition from D. McCarthy and others, of Outer Cove, on the subject of a road.

Mr. Little presented a petition from the inhabitants of Harbor Main, Holyrood and Conception Harbor, upon the subject of steam communication. The petitioners pray that they may have the advantage of a call at stated times from the steamer that plies in Conception Bay. They are a population of over six thousand people, and contribute their quota towards the payment of the subsidy which this steamer receives. The petitioners suffer very great inconvenience in consequence of the steamer not calling at some part of their district. He felt satisfied that if the Government acceded in any way interfere with the efficiency of the present arrangements of the steamer. He would move an address to His Excellency the Governor upon the petition in due course, and he trusted that the very reasonable request of the petitioners would be granted.

Mr. O'Mara presented a petition from Philip Grouchy and others, of Fouch Cove, upon the subject of the construction of another Launchway in that locality. There are at present two Launchways in this place, but they are far too small to accommodate the large number of boats. The proposed one would be upon the property of a Mr. Sullivan who offers the ground free. The Chairman of the Board of Works visited that locality last summer, and he then saw how totally inadequate were the two Launchways to supply the want of the people there. Under present circumstances the people run great risks of losing their boats, especially when the wind is from the north and east. He trusted that the Government would do something to meet the wants of the petitioners.

Mr. Scott gave notice that he will, on to-morrow, move an amendment to the motion for the adoption of the Report of the Committee on Printing and Reporting, that the printing and publishing of the miscellaneous papers be done by tender.

Chairman Board of Works presented a petition from Thomas Mutton and others, of Mose Ambrose, on the subject of a road.

Dr. Skelton presented a petition from John Hopkins, Ferryman, between Greenspond and Ship Island, praying for an increase of salary. This petition is a very important one. It is numerous and respectfully signed by the inhabitants of Greenspond; and he trusted that the Government would give the matter that consideration which its merits laid claim to.

Mr. Kent gave notice that he will, on to-morrow, ask the hon. Receiver General whether he has taken any measures to prepare or procure the documents in the nature of a report upon the resources of this island as adapted to sheep raising and setting forth the legislative encouragement offered therefor, as referred to in paragraph 6 of the report of the Select Committee appointed last Session to deliberate upon the expediency of encouraging the institution of Sheep Walks upon an extensive scale in this island, also extends to bring forward during the Session the Bill introduced by him last session for the Encouragement of Sheep Farming.

Mr. Rice presented the following petitions: from Robert Temple, and others, of South Island, Twillingate; from W. Taylor and others, of Mose Ambrose Harbor; from Wm. Taylor and others, of Herring Neck; from Robert Taylor and others of Back Harbor and Balrix Island; from Ainsley and others, of Purcell's Harbor, and from E. Landsdowne and others, of Lowland Cove; from Richard Philpott and others, of Herring Neck; and from Jonathan Bust and others of Purcell's and South Harbors.

Mr. McLaughlin presented the following petitions from Henry Chafe and others, of Petter Harbor, and from Frederick Squires and others, of Broad Cove and Horse Cove.

Ordered, that the said several petitions do lie upon the table. The House then adjourned till half past three o'clock to-morrow.

NEWS PER MAIL.

Foundering of a Hartlepool Steamer.

Messrs Pyman & Co., West Hartlepool on Wednesday received a telegram from Salcombe stating that Captain Forbes, of the steamer Persia, reports having seen the steamer Constance, Capt. Walker owned by them, foundered on Monday near the Land's End. Only two of the crew were saved by a steamer, apparently bound to America. The Constance was coal laden, bound for Malta from Cardiff which port she only left on Sunday morning. She was about 1400 tons burden, and built in 1874. The vessel and cargo were insured. Most of her crew were shipped at Cardiff. The captain and engineers are local men.

Captain Forbes, of the Persia, of Salcombe, from Catacola for Rouen, reports from Salcombe:—On Monday at noon, whilst running before a heavy south west gale and tremendous sea, sighted a ship on the starboard bow on her beam ends, and found that she was the Constance, of Hartlepool, with ensign down and the men in the rigging waving on us. At 12-30 p.m. I rounded to about a hundred yards to leeward of her, set double-reefed mainsail, and kept to wind. The vessel was lying very close under the steamer's lee. Could see all the crew sitting on weather quarter with lifebuoys on, and many other things in their hands. Her lee rail and hatches were under water. At 1.30 a steamer with a black funnel and two red bands bore down on the Constance, and hove to about a mile to windward of her. At 2 p.m. the Constance foundered. Saw most of the crew on the weather quarter. She listed over, with mast in water, and sank. The steamer then bore down on the wreckage and picked up two men. I also stood among wreckage, and saved about spot for one hour, but saw no body in water.

Application of Lynch Law in Colorado.

While in the course of last year 101 persons condemned to death for murder in the United States were executed in accordance with the forms of the law, as many as 74 others were made to expiate their crimes by the application of Lynch law. Six of these summary executions took place in the last four days of the year, two men having been taken out of the prison at Golden (Colorado) and hanged by the inhabitants on the 26th of December for the murder of a farmer in the neighborhood, while upon the following day four negroes suffered a like fate at Amity City in Louisiana. This application of Lynch law took place under the following circumstances:—Upon Christmas Eve Mr. Phillips, described as a much respected planter, was waylaid and murdered on the road to his farm, two negroes, who were captured the next day and lodged in the prison of Amity City. The inhabitants having some reason for believing that the murderers would be allowed to escape, assembled in the evening of December 29 to the number of 150, all armed and mounted, and forced their way into the prison. Six men were confined there; but the Sheriff having declared that two of them were innocent, the mob let them go, retaining the four others, two of whom, Johnson and Walker, were the murderers of Mr. Phillips. The other was a negro named Carroll, who had been sentenced to death in 1877 for having murdered his wife and burned her body, but who had been allowed to lodge an appeal not yet decided.

AN ENGLISH MEMBER CHALLENGED.—The central News says that as the debate on the question of privilege was closing on Friday night, an incident occurred which unpleasant enough in itself, will, it is hoped, lead to no graver results. The usual preliminaries to a hostile meeting passed between two members on the floor of the house. An Irish member, in his eightieth year was the inviting party, and an English county member, not yet forty, the recipient of the intimation referred to.

The London correspondent for the Freeman's Journal gives the following version of the incident which, he says, enlivened the dullness of the debate on Mr. Plimsoll's delinquencies.—The house was crowded, and The O'Gorman Mahon seated himself for convenience on the Conservative side, near Sir G. Bowyer and next to Mr. Egerton, member for Mid

Cheshire. Thus placed he had the audacity to cheer the liberal speaker. Mr. Egerton thereupon offensively suggested to him that if he wanted to cheer the Liberals he ought to go to the other side. Warm words, passed, ending in The O'Gorman Mahon handing Mr. Egerton his card. This the latter threw offensively on the floor, and so for the moment the matter terminated here. The old war horse has been out more than once, and is just as ready, and for the matter of that as fit, as ever he was; and although in these degenerate days a duel is out of the question, I mistake much if Mr. Egerton will not have to eat humble pie in some shape or form.

The Indian Budget presented to the Legislative Council at Calcutta, on Tuesday shows highly favourable results. In the financial year of 1878-79 the surplus was over two millions; and in 1879-80 it was £1,900,000. The estimate for 1880-81 shows a surplus of £4,170,000. All incomes below 500 rupees will be exempted from the license tax, this being tantamount to a remission of £340,000. Even including the loss by exchange, the total net expenditure shows no increase.

Expenses of the Sheffield Election.—The election agents for Mr. Stuart Wortley and Mr. Waddy, M. P., Seffield, on Monday forwarded the account of the election expenses to the returning officer. Mr. Waddy's expenses were £1939. Printing, advertising, billposting, and stationery amount to £624; sub-agents, writings-clerks, and messengers, £644; returning officer's expenses, £350 Mr. Wortley's expenses, £3794. Secretaries, writers and messengers received £1460; printing, stationery, and advices £286; agency and district agents £490; returning-officers' expenses were £350.

Five Sundays in February.—Mr T. D. Christie, M.A., writes on this subject:—As erroneous notions in regard to this matter are floating about in some of our contemporaries, will you kindly permit me, who have had some experience in matters chronological, to instruct many of your readers as to the occurrence of this rare event. To begin with the 18th century, from 1701 to 1800 both inclusive, five Sundays occurred in February, in 1723, 1756, and 1784. In the present (19th) century there were five Sundays in February, 1824, 1852, and 1880 (present year.) In the 20th century the years in which this will happen will be 1920, 1948, and 1976. Thus in 300 years five Sundays in February have only occurred, or can only occur, nine times.

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 all intending subscribers will therefore confer a favor by sending in their names and subscriptions that they may be forwarded at this office.

- St. John's—Mr. W. J. MYLER, Water St. Briggs—Mr. P. J. Power, School Teacher. B. y Roberts—Mr. G. W. R. HIERLIMY. Heart's Content—Mr. M. MOORE. Bell's Cove—Mr. Richard Walsh, Post Office Little Bay. Twillingate—Mr. W. T. Roberts. Fogo—Mr. Joseph Redell. North Harbour—Mr. J. Burke, Sr. King's Cove and Keels—Mr. P. Murphy. Bonavista—Mr. P. Templeman. Catalina—Mr. A. Gardner. Bay-de-Ve-de—Mr. James Evans. Colliers—Mr. Heaton. Conception Harbor—Mr. Kennedy. HARBOUR MAIN—Mr. E. MURRAY. SALMON COVE—Mr. Woodford. HOLYROOD—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 Tuesday evening.

THE CARBONEAR HERALD

"Honest Labor—our noblest heritage."

CARBONEAR, APRIL 8th.

The question of the proposed Railway, either from St. John's to Harbor Grace, or across the island as originally contemplated, having been brought before the legislature during the earlier part of the present Session, a discussion ensued which elicited from hon. members on both sides of the House, an expression of opinion universally favorable to the subject, the result being the appointment of a Select Committee from the Legislative Council for the purpose of arriving at a definite conclusion as to the intended route and the best means to

be employed for the realization of the object in view. After a considerable amount of deliberation and serious consideration having been given to the subject, the joint-committee, within the past few days have presented their Report to the Legislature. This Report, which is highly interesting and well worthy the serious perusal of all desirous of the future progress and advancement of the country, recommends the adoption of the latter route, as that most conducive to the general interests of the country, and for the purpose of carrying out the undertaking, proposing the raising by loan, on Imperial guarantee, of one million pounds, said amount to be raised in instalments of five hundred thousand pounds each, at certain specified periods. Looking to the satisfactory results attendant upon the introduction of railway communication into other countries, we cannot but be much gratified by the action of the Legislature in connexion with a subject, the practical initiation of which may be hailed by our people, as the dawn of a new era, of true progress and advancement for our country.

With the establishment of this line of railway across our island, her rich and invaluable agricultural, mineral resources, already known and appreciated will be opened up to the energy, enterprize and speculation of the agriculturist and the capitalist, which though as yet unknown, lying dormant in the gloomy and waste primeval solitude, brought to the light of day will be developed and utilized, for the benefit and advantage of a prosperous, a happy and contented people. Yes, with the introduction of railway communication into this country, the most beneficent and satisfactory results may in the near future confidently be anticipated to the general interests of the country. A lively impetus will be imparted to trade and commerce in all their varied channels, colonization and settlement will increase and extend, new industries and manufactures will be developed and multiplied throughout the length and breadth of the land; postal and telegraphic communication will be improved and extended. Education, enlightenment and general progress will be the order of the day and Newfoundland will at length take that place, for which by Providence she was destined, as the most flourishing and prominent amongst the dependencies of Britain in the Western hemisphere.

Correspondence.

We will not hold ourselves accountable for the sentiments or opinions of correspondents.

To the Editor of the Carbonear Herald,

St. John's April 3, 1880

DEAR HERALD,

The general topics of the day are now beginning to assume a rather interesting character, and amongst the most important is, of course, the proposed Railway through the peninsula of Avalon, which project, judging from the unanimous expression of both branches of the Legislature, bids fair to be immediately proceeded with or, at least, seems to have been earnestly decided upon by the joint committee of the Council and House of Assembly appointed to consider the question. The Joint Select Committee is composed of the following gentlemen, viz: Honorable, W. V. Whiteway, Chairman, P. G. Tessier, R. Thorburn, A. Shea, J. Clarke, C. R. Ayre & J. J. Little, R. J. Kent and A. M. MacKay Esquires, whose report was submitted yesterday, from which I here quote the following paragraph: "Your Committee therefore recommends the introduction and passage of an Act authorising the raising by loan of the required amount in sums not exceeding Five hundred thousand dollars in any one year, and providing an organization for carrying out the project in accordance with the views contained in the report. The said committee further recommend that the Executive Government apply to Her Majesty's Government, requesting that they will guarantee the interest on the Bonds of the Colony for such amount, as may be required within the sum of one million pounds sterling, and we cannot doubt that this will meet with a favourable response when Her Majesty's Government are made aware of the ex-

ceptionally sound and healthy condition of our finances." From the fact that that every gentleman of the Committee signed the report, we cannot but regard the measure as likely to be the starting point of a durable prosperity for Newfoundland.

The next subject of moment, I have to communicate to you, is the seal fishery of which I have, not a great deal can yet be said, as regards, even, the probable result, there being as yet, as you are already aware, only two arrivals from the ice fields, the steamers "Walrus" and "Leopard," both of which have left again to try their luck on the second trip; they had not however far to go to make their harvest, as both steamers can now be seen off signal hill taking seals, and appear to be in a fair way to load again. Having seen noticed in your last issue, the particulars of the trip landed from the "Walrus," I need now only give a statement of the seals landed from the "Leopard," memorandum of which, you'll find enclosed; her crew made about £14 per man. The report received from all sources go to show that most of our steamers are likely to return badly fished, but the sailing fleet, it appears, will all do well; some seven or eight of the latter may now be seen off Cape Spear taking seals; the "Thomas Ridley" and "Maxwellton" are the only two of the above that are named. An immense quantity of seals has been taken during the past week or so along our coast from Cape St. Francis to Bay Bulls, by our shoremen, and every day on our wharves and streets, seals are to be seen in quantities brought into market by our hardy and industrious fishermen who readily obtain ten shillings per seal. From the Blackhouse yesterday and today a most exciting scene was witnessed; some three to four hundred men could be seen taking seals in all directions, and towing them into the Harbor.

The price for seals opened here at twenty two and six pence per cw. for young harp, and it is probable they will go to thirty, as there will likely be a lively competition for the shore catch.

You will be glad to hear that the twelve men who were driven off from Logy Bay on Wednesday last, succeeded in getting ashore safely, with the exception of one poor fellow, named Neville whose body was picked up on the ice, having died from exposure and cold.

Being rather pressed for time just now, I must apologize for concluding my communication so abruptly.

And remain, Yours truly

PROGRESS.

To the Editor of the Carbonear Herald,

DEAR MR. EDITOR,

If it be true that "coming events cast their shadows before them," then it is not difficult to see, approaching us, a very different state of feeling, than has hitherto existed in this community. As a Methodist believing Methodism to be as near Primitive Christianity as any system in existence, I wonder who is this "modern light" that dares to criticize and style the 40,000 Methodists of this Colony, or the almost 200,000,000 Methodists of the world? And as if this were not sufficient dares to ostracise all other Nonconforming Christians, by styling them "other denominations" or so called "Christians." This would be successor of the Apostle's forget, if indeed he ever knew, the Apostolic injunction, "Grace be to all those who love the Lord Jesus in sincerity." Now, Sir, desiring to be friendly with all, and giving liberty of conscience to all, I admit far more the brotherly feeling that led the Rev. Mr. Hoyle to the Parsonage, personally to thank the Rev. Mr. Goodson, for public prayer offered in the Methodist Church on behalf of the former gentleman at the time of his accident. Such action was looked upon by many as the manifestation of that love that should bind all Christians together leading them to feel and pray for one another. I cannot say that I am altogether taken by surprise, by this fling at other denominations, as I have heard of similar teaching at a little place a few miles from St. John's, which people could, were they called to witness, tell perhaps more than we would like to know. I have heard hints of a desire to be friendly with all, but I desire friends ship upon other terms, than as "so called Christians." Where does the shoe pinch, Mr. Editor? The fact is in Newfoundland, and the world, Methodist and Nonconformity are making such progress that some, like others of whom we read, are fearing lest the hope of their fans should go; with might and main they must cry out against, or call down fire from heaven upon those "so called Christians." But it is too late, this Korah, Balaam and Abiram, story is played out as to its modern application, and I say it is its suit to the 2500 Methodists of Carbonear to style them "so called Christians" or to speak of their Ministers as "self-appointed," or "ordained by those who have no authority so to do." Be it known, to all that the seal of the Apostleship of Methodist Ministers is to be found in the millions who are in the tens of thousands of churches today fearing God and working righteousness, I have attended the Methodist Church for years and never heard the intemperate language, "you must not go to Episcopal meetings," but have been educated to prove all things, and hold fast that which is good." With regard to the Ordination of Ministers Lord King has unambiguously proved that this modern Apostolic would have a very muddy water back to these primitive time, and like a good many more would

find himself die a successor, if in the narrow, statement, "we tion and Apost to us."

I hope we shall more of this love age, otherwise I ter posted than unhalloved at tence or impede est Christian C Y

To the Editor of The Ra

Dear Sir,—

At a meeting Carbonear it was carried unanimously that in the greatfully accom who so nobly a their efforts to on Good Friday destruction of the

I have only— you will kindly a for this very in ment of the hear on the trying occ press my own pe tion, and, to sub

Your REG

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We would d our readers, c friends, visitin vertisement of Ciancy, who fr in the trade is their requirem and well selec now on hand moderate as an

The Steamer arrive up to 1

We understa Norwih and St. John's, last fishery, the form latter 3 000.

The followi seals landed fr per memorand St. John's lett ing, 2,500 cwt weighing 2,6 seals, weighing or 250 Tons.

We are infor of seals hauled Old Perlican, Verd, Island C water may now about 30 000. total, including Broyle of 105 0 within the abov

Monsieur D the adventurer as referred to our last issue, last, from Old box and all, no pl; ce; he called our absence, at late adventure, confirmed our ment, our juve us that our fr suffered a god showed any st

For th

What will y the gentleman on Monday mo crossed the ice ed there at din dined with a fr for Harbor Gra about 5 o'clock up," he was at chronometer t the journey fr bonear in the time of nine h pages? My fr of Heart's Cont above to me, r marked that the trianism showe "steel to the be former, that the only a fool to h day surprise us by swimming it

The steamers Aturaa, 15,000, second trip, arr Tuesday, the fo