Bridges.

Mr Watson in the chair. no reduction being contemplated therefore he moved the adoption of the general vote of \$105,422.80 including \$3,000 for the West Coast.

mittee proceeding further while the a half-per cent. more for the "broad" reports of the Inspecter of roads in than for the "narrow gauge," but the the East end of St John's were not by circumstances. upon the table of the House. These had not been supplied.

Personally he would be glad if the line of railroad. Government would double the amount

Chairman of Board of Works if the said there was now no such thing as Road Grant was not to be increased standing stil. We had before us the

that it was not the intention of the the Government to make any increase hon gentlemen representing districts in in that vote at present.

After some observations from Mi Scott relative to the inc ease of the price paid for labor in the districts of St John's, and the necessity for a large outlay at this season in view of the increasing poverty consequent on the arguments already adduced showing that influx of people from the extern dis- our industries were incapable of support tricts to St John's.

g eas and asked leave to sit again on significant and startling character pre-

Committee of the Whole on RAILWAY RESOLUTIONS.

Mr Watson in the chair. The hon the Premier moved the reading of the first resolution.

After the resolution had been read. zolution more vita'ly important than any necessities. The increasing demandother resolution that can come before for pauper relief proved what the real us. He referred to the necessity of one condition of affairs was, and establishes restricting anyone charged with the ne gotiations of the contract, from from finally settling the terms without the ratification of this Legislature. The course recommended would be more eatisfactory to the House and to the country at large. He could not agree with the hon Attorney General in the Wst corner of Duckwith S wording of the resolution by which it is implied that we accept Mr Blackman's proposal. If he had not mistaken the sense of the House there was no such ins OPPOSITE STAR OF THE SEA HALL tention as an absolute acceptance of Mr Blackman's offer, and yet we bound ours salvesin that resolution, to the acceptance of that; offer. Now it appeared to the House that Mr Blackman's propositions are approved of as to the amount of subsidy and grants of land but if we can obtain any better termfrom other parties we should not preclude any body, having the negotiating of the contract, to any porticular proposal. It must also be remembered that there are many parts of Mr Back man's offer that would not meet with the approval of the House without some modification. For these and other reasons it would not be wise to bind ours selves without mature consideration to his proposal alone. Such matters should be left to the decision of the body who

the contract to the Legislature. Mr Tessier thought that more time Have now received their spring stock should be given to the consideration of this matter; and he would like to be in-formed who this Mr Blackman is, who they are who form the Syndicate which he represents, and what credentials Mr. Blackman brought with him?

will have the consideration of the details

suggest the insertion of the amendment

which he had referred to, and also a re-

solution leaving the final confirmation of

Hon the Premier-Mr Blackman was ELECTRO PLATED WARE, CUTLERY a gentlemen from New York, representing certain capitalists of that city. All the papers connected with the position of this gentleman would be placed before the Committee, and he would assure CHANDILER AND TABLE LAMPS, the hon gentleman that no object on could be raised to the position of those whom Mr Blackman represented. Mr. Blackman had left his credentials with the Government, and he (hon P] had much pleasure in producing them and GLASSWARE, they will show Mr Blackman to be the representative of sound capitalists of good standing in the financial and con-

mercial world. Hon Mr Shea would inform the House that the Attorney General had sent for a railway engineer. These matters would be thus solved for us. The question of gauge was one of fundamental importance. He felt that the abundance of testimony on the question could only serve to create difficulties in the minds of hon get lemen who were but schoolby s concerning it. He himself had been at some pairs to obtain rehable data the manager of the most important three feet six railway in the Dominion stated in reply to his enquiries, that they had in the first place laid down narrow gauge for a forty-ton locomotive. After a while they found that the locomotives were not sufficiently heavy They increased the of every description neatly executed

itself into Committee of the Whol it necessary to put down heavier rails. They had thus been compelled to com-Pursuant to the order of the day pletely relay the entire line. [Here the hon gentleman read an extract from the the House resolved itself into Com- letter) He was in favor of the omission mittee of the Whole on Roads and of the words 'narrow gauge." The

proposed amandment did not necessarily prohibit them from consequently decid-The Chairman of the Board of ing upon the adoption of a narrow gauge Works observed that the votes were but merely left the matter open for the exactly similar to those of last year, present. That road was really the cheapest in the long run that was the most efficient.

Mr Parsons - What difference is there n the cost?

Hon Mr Shea-The cost of construction Mr Kent in reply objected to Com- had been estimated at thirty-three and expense was of course largely regulated

Hon Attorney laid upon the table of had been asked for some days ago but the House a communication received rom Mr Green, of St John's, New Bruns-Chairman Board of Works explain- wick, proposing to build 340 miles of ed that all he wished to pass was the narrow gauge railway for a subsidy of gross amounts, as at present he saw \$246,000 per anuum, terminable at the no possibility of these being increased grant of 2000 acres per mile along the TO HEALTH, STRENGTH,

Chairman Board of Works-The hon Mr Scott and Mr Parsons asked the and earned Premier was right when he alternatives, progression or re rogression Chairman Board of Works replied but stand s ill we could not. He was compelled to view the situation from another standpoint than that influencing Avalon and to the Northward. It was difficult to see how these districts could avoid benefitting largely by this rainway He could not but favor the project because it would meet the most pressing wants and necessities of the people. It was not necessary for him to go over the ricts to St John's. ing even the present population of the Committee rose and reported pros country. One fact, however, of a most sents itself at the outset. Sixty years The house then resolved itself into ago the catch of fish per head of the poday the catch was no more than seven cause arising. juintals, or but one-third of the average catch of six y years ago. It might be asked how the wants of the people were supplied under such circumstances. To some considerable extent advanced Mr Little noticed the absence of a resperces of our staple and assisted these

Continued on second page.

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

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