

From fourth Page.

I have already recorded my strong protest to the alien clause. Consider the way the French have precluded us from the enjoyment of the best portion of our domain, and yet in the case of the French they have no title which can be assumed by us to exist. In this case we propose to confer a title in fee simple absolute and unequivocal. I see no reason to recede from the opinions I first entertained and expressed upon this point. There is a rather peculiar fact to be here considered, and one that bears very forcibly upon the character of this Company and that is that the subsidy is to be paid in instalments upon the completion of five mile sections. If the Syndicate possessed the capital for which they get credit, it is a very remarkable circumstance that they should insist upon this provision in their contract. It would appear to his (the S.'s) mind that the company was nothing more than a company upon paper, organized for the purpose of making it a scheme stock-jobbing operation. We have, it is true, the assurance of the Premier and others that they are satisfied with the character financially of the contractors. I must be pardoned (said the speaker) if I express my protest against the character of the security offered. In the proposition of Mr. Plunkett we had at least the certain security of \$400,000. The question as to the session of our lands as completed in this Bill, is a matter which calls for the grave consideration of the House. It is to my mind the very gist of this question and that which moves this Company to approach us in the character of contractors. We propose to give to Mr. Blackman under this Bill what he did not ask for in his original proposition. His original proposition was to take alternate blocks along the line of road. Now, however, his competitor being out of the way, he induces the Committee to permit him to select his land from whatever part of the country he may please. It was proposed by Mr. Plunkett that the Government should not issue any grants of land for a certain number of years. This was too many hon. gentlemen, a crucial objection against the Plunkett scheme. But there is now a reservation of a similar kind in favor of Mr. Blackman and to a far greater extent than was demanded by Mr. Plunkett. In the 17 section of the contract there is a provision which precludes the Government from disposing of any land within eight miles upon either side of the line of railway until Mr. Blackman first makes his selection. Now this is to be locked up against our own people, and against every one but the Syndicate of a period which will, in all probability, be eight years, and so we are compelled to lock up the lands on both sides of the line. This concession by the Committee he (the speaker) regarded as a very serious surrender of rights, which must be of peril to the interests of this country. It is now proposed as he before remarked, to permit Mr. Blackman to make his choice of good land and reject whatever is objectionable. And if we analyze this position we shall find that it means the certain cession of most valuable mineral lands. It must be assumed that the Government residue is of immense value to colony, and if properly realized should bring a large revenue. Adjoining Tilt Cove these are two square miles, the property of the Government. Adjoining Bett's Cove there are also two square miles as also at Little Bay and other mining places. It only natural to conclude that these lands, being of known value, will be the first attacked by this company. Every acre of this valuable land will then become their absolute property in fee simple, and they can dispose of them as they please. Under these circumstances he would ask hon. members to hesitate before committing themselves to such a condition of things. It is very easy to say "Oh what difference, does it make to us if our people get employment by it?" The question is, are we by such a course disposing of our lands to the best interests of the colony? Might we not utilize them to better advantage by offering them by sale or otherwise disposing of them? Whether or not this company carry out the contract, when they have completed forty miles of road they will become the absolute possessors of three hundred and twenty square miles of land. And, having ceded this large tract of valuable land, we have no greater guarantee for the carrying out of their contract than the paltry sum of \$100,000. In the earlier part of his discourse he had endeavored to point out some of the exceptional advantages which would be enjoyed by the Railway Syndicate. He had pointed out that in all likelihood one of their first acts would be to separate their land property from the railway property, and thus take complete control of our lands any security that their possession of these lands would offer. He had the faithful performance of their contract. It now becomes its duty to propose that the Select Committee had agreed with Mr. Blackman upon the basis of his original proposition, which had been almost unanimously accepted by the House; but that on the copy of the present contract Mr. Blackman had received a terms which he never asked for in his original proposition it was assumed by everyone that the syndicate would be compelled to take their money and in blocks not less than 25 square miles by indiscriminate selection. But we find that the mind need not be taken along the line nor in eight mile blocks, but may be taken with blocks of one square mile. Under these

circumstances the very first land that would be taken up by this company would be the Government reserves. A right to search over three square miles is granted to a license, out of which a grant for one square mile is given, the other two miles reverting to the Government. This was the case at Bett's Cove, Tilt Cove, South West Arm Little Bay, and every other valuable mine in the country. Now if it were a fact that the Bett's Cove mining Co's property comprising some 27 square miles has been purchased by a recently organized company for a sum of one million dollars, and that this stock was again put into the market valued at three millions of dollars, or one half what this railway would cost to build, what it might be fairly asked, would 2556 sq. miles of the most valuable mineral lands in the country be worth? If this property was worth three million dollars; what must the property which we proposed to transfer to the Syndicate be worth? It was a miserably weak reply to make to this position; that for three hundred years we had done nothing with these lands. It was only within the past few years that attention had been directed to the value of our mineral lands; and during that time large sums of money had been expended. Everyone obtaining license to search under the existing law did so under certain conditions involving large expenditures of money and subject to the forfeiture of the land for the non-performance of these conditions. But these 2556 square miles, which we proposed to give the Syndicate, were to be granted in fee-simple subject to no restrictions whatever, not even such as we impose upon our people; and, no matter how grossly their part of the contract might be violated, hereafter that land was out of our possession, and probably out of their possession, and could never be reached by us. It was but reasonable to suppose that the land in the immediate vicinity of all the successful mines was of immense value. We had in this country a area of 2,200 square miles of serpentine formation, for the most part unexplored, and in this formation the most valuable of the economic minerals were found. It was fair to suppose that towards this great ore-bearing belt the attention of this company would be primarily directed, since to the most superficial observer it was apparent that the subsidy of \$180,000 per annum was the least inducement which we had to offer for the carrying into operation of this railway scheme. A very simple calculation would show that the money outlay would be about four per cent. upon the outlay, not such a return as American speculators are wont to expect. Their land would be the backbone of the company. There was no shadow of a doubt that at the earliest moment possible the land would be separated from the Railway Company and made the subject of vast stock jobbing operations by Wall Street Stock-jobbers. He had listened with a great deal of attention to the hon. Attorney General in explanation of the grave departures from the original propositions of Mr. Blackman respecting the land. But he was bound to say no sufficient reason had been offered. Nothing could be plainer than the proposal to take the land in alternate blocks along the line where it could be obtained. No question of barren or swampy land arose. It might be said that it might be bad policy upon our part to give them barren land, because such lands could not be settled upon. And this position would be a very strong one if there were a scintilla of evidence to show that the Company had any idea of taking the agricultural lands and settling them. But there was no such prospect. The clause was highly objectionable inasmuch as it declared what the company should not be bound to take, but did not stipulate what they should take; thus placing in their hands virtually the selection of all the valuable ungranted lands of the country. The Company need not take a mile of agricultural land if it did not suit them to do so. He prayed God that we might not hereafter feel the lungs of the reptile that we now had the power to read and harness. There was nothing in this whole contract to compel the Company to accept equitable terms in the event of any dispute arising between it and the Government. There was not a single penalty imposed upon them for the non-performance of their contract, except our power to withhold the subsidy; which amounted to little or nothing. Respecting the money penalty of \$100,000 which was to be deposited in the agreement, and our only remedy for such violation or non-performance would be a suit in the Supreme Court to obtain such damages in respect of which we had not the security of a cent. In every instance the alterna-

tions in this contract were in Mr. Blackman's favor. In Sec. 10 under the head of 'Construction' these words appeared: It being understood by this and the subsequent sections of the Railway intended to be constructed shall not be what is deemed in England and the United States first class Railway.

To be continued.

AGENTS FOR HERALD

- The following gentlemen have kindly consented to act as our agents, a list of intending subscribers will therefore confer a favor by sending in their names and subscriptions that they may be forwarded to this office.
Brigus—Mr. P. J. Power School Teacher
By Roberts—Mr. G. W. R. HERRIOTT.
Hearl's content—Mr. M. MOORE.
Bett's Cove—Mr. Richard Walsh, Post Office Little Bay.
Tuitingate—Mr. W. T. ROBERTS.
Fogo—Mr. Joseph Re deli.
Tilton Harbor—Mr. J. BURKE, Sr.
King's Cove and Keels—Mr. P. MURPHY.
Boacista—Mr. P. TEMPLEMAN.
Catalina—Mr. A. GARDNER.
Bay des'eds—Mr. JAMES EVANS.
Collier—Mr. HEARN.
Conception Harbor—Mr. KENNEDY.
HARBOR MAIN—Mr. E. MURRAY.
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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 Wednesday evening.

THE CARBONEAR HERALD
Our noblest heritage
CARBONEAR, JUNE 10.

HOLLOWAY'S PILLS are admirably adapted for the cure of diseases incidental to females. At different periods of life women are subject to complaints which require a peculiar medicine, and it is now an indubitable fact that there is none so suitable for such complaints as Holloway's Pills. They are invaluable to females of all ages young or old, married or single. They purify the blood, regulate the secretions, correct all suspended functions, given to the stomach, and clear the complexion. The first approach of diarrhoeal action should be met with appropriate doses of these Pills; while taking them no restriction need be placed over the patient. They contain nothing which can possibly prove injurious to the system. The act by purifying the blood and regulating every organ.

FISHING NEWS.—Within the past week forty vessels have cleared at the Customs' Office for the prosecution of the Labrador fishery. Several of our planters have been detained for the want of salt, and others for the want of provisions which is daily expected from Montreal.

There are at present seven or eight American bankers in our harbor in search of bait. They all appear to be well-fished, some having as much as 1200 qtls green fish.

The fishery reports from the North Shore and South side of Trinity Bay are very favorable, and it is the opinion of experienced fishermen that a good deal will be done at both places on the first part of the caplin.

Caplin were reported plentiful at Small Point on Tuesday and Wednesday, and several were seen in our harbor on Tuesday.

The Oleander, Capt Leary, left yesterday for Harbor Grace for the purpose of taking in salt.

Correspondence:

To the Editor of Carbonear Herald. Carbonear, June 9, 1881.

Dear Sir.—Can you, or any of the readers of your paper, give us any information what to do with our boys. We cannot expect boys to have old mens heads on their shoulders, if we send them to school they are in danger of getting the skin cut from their flesh by the Master, and others, for little or no offence. If we return the compliment on the aggressors head we are sure to suffer for it by law. If we take the offenders before the Court we are sure to suffer for it and get our pockets lightened beside. Is any of your readers wise enough to tell us whether the law affords any protection for our boys, or whether any man in an angry state of mind is allowed to beat our boys just as he likes, whilst the parents look on and dare not interfere.

ONE WHO CANNOT GET OVER A BROKEN STILE.

To the Editor of the Carbonear Herald. Carbonear, June 9, 1881.

Dear Sir.—Can you inform me if there is any law relating to the surveying of shingles, or if people are allowed to sell shingles as they come from the Mill without being subject to inspection. Please quote the law if there be any.

Yours, &c.,

QUERY.

We quote the following two sections from the Consolidated Statutes for the benefit of our correspondent Query:—"The standard size of each shingle should be 18 inches long, and each bundle of shingles shall be 20 inches wide, and 25 tier high, well and closely packed; and if any shingles shall be falsely or fraudulently packed they shall be forfeited; and all shingles packed with the letter R by the surveyor shall be sold as refuse." Every surveyor is entitled to five cents for each thousand of shingles surveyed."

Local and other Items.

The following is the statement of Capt Colbert of the White Squall, who arrived here from St. John's on Monday:—About 9 a. m. with the wind about S. S. E. and a heavy sea on, I sighted a boat in a thick fog with signal of distress hoist. We hauled on a wind, coming alongside we saw it was a steam launch, we spoke them, and they told us that they were broke down. We could not take them then, we had to leave around to the eastward and shorten sail, in reaching to the westward we found we could not take them as the sea was so rough, we reached to the eastward again and hove them a small line with our big line attached, they hauled it on board and having no place to make it fast we hove them a hatchet, after some cutting they fastened the line to one of her beams, all r all was secured we took them on board and towed the steam launch about seven mile under a reefed foresail, our line burst and the sea being too rough to launch a boat we had to leave her to the mercy of the waves. She was purchased from Mr. Angel by Mr. Jerrit, of Brigus, and the men were bringing her home to him.

About 7 o'clock on Wednesday evening crowds might be seen wending their way towards St. Patrick's Church, for the purpose of witnessing a marriage ceremony announced for that evening. About 7 1/2 o'clock a number of carriages halted in front of the Church and all eyes were levelled on the fair couple who were to be united for life. They entered the Church and proceeded to

the front of the altar, where the marriage ceremony was performed by the Rev. R. Walsh; C. C. After the marriage ceremony the bridegroom escorted his fair young bride to the carriage, and the several guests also took their seats, and the carriages then proceeded down Water Street, turning at Harbor Rock Hill and proceeding to the residence of the bride's father, where the wedding was celebrated and kept up until the "wee small hours of morn" when all, after enjoying a pleasant night sought repose. The couple above referred to is Mr. Fahey, planter, of Hope All, to Miss Mary Hamilton, daughter of Mr. P. Hamilton, planter, of this town,

Hon John Burke was good-natured enough to send back the Herald last week, to give us a chance to make another forerunner on it. He knew it was in good demand no doubt. Good enough John! but we are not done of you yet. We must ask you how much the wharf on the island cost, also how much the wharf on the South side cost, and further, what you charged for your vessels to bring timber out of the Bay for the public, and other wharves, and many poor men with vessels, and how much you charged for the hire of your horses for hauling stone for the pumps and engine house. We have a thousand things to ask your Honorable self, and things of weight and financial bearing, which must be answered from the minutes if not before. We will also publish extracts from the journal of the House of Assembly for the past sixteen years.

The American fishing schooner, W. T. Emerson, Captain Gott, put in here this morning (June 8) for repairs having sustained considerable damage during the voyage from Orland, Me., to the Grand Bank. Last week she experienced a succession of south and southeast gales. On Saturday last, at 3 o'clock in the afternoon, when about 270 miles southwest of St. John's, and while under close-reefed canvas, the sea running terribly high, a squall of increased violence struck the schooner carrying away her mainmast close to the deck and doing other damage of less consequence. Fortunately, however the crew escaped without injury, and favorable winds and weather following, they managed to get the vessel into this port without further mishap. Captain Gott expects to have the necessary repairs effected in time to enable him to leave for the fishing grounds early next week.—Telegram

W (Newfoundland) understand that the decision of the Imperial Government to pay £15,000 for the settlement of American fishery demands covers more than the Forting Bay case alone. Another question was raised some time ago by the Americans, arising from an occurrence we have somewhat similar at Apple Bay. This matter, it appears, has also been disposed of by the Imperial and United States authorities, and the payment involved makes part of the sum above stated. We are not yet informed as to the amount of the Apple Bay claim, which, we presume, will form a charge upon the Canadian Government, and will by so much reduce the sum payable for the Fortune Bay affair.

We wish it to be understood by all parties that we are not responsible for the sea incidents of the Wasp.

The "Wasp."

Why is a certain book-keeper in St. John's, the happiest man there to-day. Because his latest investment turned out a perfect Gem.

We think the Mosquito was rather too hard on Mamie. Even if a man did get married on the ocean, we don't think it proper that the whole island should know about it, especially people of Kings' Cove.

We hear from St. John's that the Shop Guest is deserted by his friends of the Ram'em-down Club, and his only companion now is in the worship of a man with one of Mamie's boys. Our best bet is if the display of a y of the lady when they come over on the 29th, providing they are perfectly covered. We fear however that such will not be the case.

The himself went to Even would cape, the The ought few da splendi they w ing of t Pirat list of the alce Sunday of these ing beti Ther siding i ligo wh dress o There in St J F'net have no Miss struttin weeks. to catch but the however whose a well kn don't t therefo to hear Our S ing and hundred themselves today Some of among W goes by up a "s swiming am- em Johnny Janny, men coe of these Died, after his Despatch M—s. At St after an L Broth, 25 years. CR Tempo 140 (Opposite Reals. On would do hungry in June 3. P DR may be Friday's Ambrose er notice W ON the HOL HOUSES, At Heart employes of graph Comp A LO On interest For further