

THE CARBONEAR HERALD

AND OUTPORT TELEPHONE

Vol 3

CARBONEAR, NEWFOUNDLAND, June 10th, 1881.

No 4

ADVERTISEMENTS.

THE CARBONEAR HERALD
OUTPORT TELEPHONE.

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

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

E. J. BRENNAN,
Herald Office, Water St.
Carbonear.

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That piece of land situated on the south side of the main Brook of Carbonear, and measuring from North to South seventy four yards, and from East to West thirty nine yards. Bounded as follows:—On the North by the main Brook, on the South by property of Timothy Moreau, on the East by William Moreau, and on the West by William Pumphrey.

For further particulars apply to
MRS CRAMM,
Harvey Street, Harbor Grace
Or to E J BRENNAN,
Carbonear.

248 WATER STREET, 248

UNION COFFEE HOUSE
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May 27 3m

WANTED

An ELEVEN of HARBOR GRACE, CARBONEAR, or any part of Conception Bay to play a cricket match with an equal number of the TERRA NOVA Cricket Club on the occasion of the ZULU Cricket Club's Excursion to Harbor Grace, on the evening 5th July, 1881.

Address—
J. J. McGRATH,
Secretary Zulu Cricket Club's Excursion.

ADVERTISEMENTS.

IMPORTANT TO PURCHASERS

QUICK SALES & SMALL PROFITS.

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OPENED A

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Bread No. 2.....	2 0
Butter in 20 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
Boys' and girl's laced boots.....	0 1 7
Men's three quarter boots.....	0 13 0
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All parcels sent to any part of the Harbor.

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Temperance Dining Saloon

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Meals, Refreshments to order

Our friends from the Outports would do well to call should they get hungry in the City.
June 3.

PROFESSIONAL.

DR RICHMOND SPENCER

may be consulted Mondays & Fridays at the residence of Mr Ambrose Forward until further notice.

WANTED

ON the Security of Valuable FREE HOLD PROPERTY

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HOUSES, GARDENS, MEADOWS &c.

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A LOAN OF £220

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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 to this office.

- Brigus—Mr. P. J. POWER, School Teacher
- Bay Roberts—Mr. G. W. R. HIERLIHY.
- Heart's Content—Mr. M. MOORE.
- Dell's Cove } Mr. Richard Walsh, Post Office Little Bay
- Twillingate—Mr. W. T. Roberts.
- Fogo—M. Joseph Rendell
- Tilton Harbor—Mr. J. Burke, Sr.
- King's Cove and Keels—Mr. P. Murphy,
- Boisvieux—Mr. P. Templeman
- Catalina—Mr. A. Gardiner.
- Bay de Verdes—Mr. James Evans
- Collier—Mr. Hearn
- Conception Harbor—Mr. Kennedy
- HARBOR MAIN—Mr. E. Murray.
- SALMON COVE—Mr. Woodford
- Hollybrook—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, April 20

Continued

PETITIONS

Hon Surveyor General presented a petition from James Harney and others, of St. Marys, praying for a sum of money to erect a public wharf there. He thought the prayer of the petition a very pressing one, and he trusted that the Government would be in a position to accede to it.

Mr Dwyer had much pleasure in supporting the prayer of the petitioners.

Hon Surveyor General presented a petition from Patrick Nowlan and others of Conns Pond, praying for a grant to build a bridge over the river there.

Mr Parsons presented the following petitions from Michael Kelly and others, of Torbay, from several of the inhabitants of Middle Cove and Outer Cove, praying for grants of money to extend and repair roads in those settlements.

Mr Parsons presented petitions from Andrew Malone and others, of Torbay and Freshwater, praying for grants of money to extend and repair roads in those localities.

The Master-in-Chancery to Legislative Council, brought down the following message:—

Revenue and Post Office Bills without amendment.

Ordered that this message do lie on the table.

Hon Attorney General from the Joint Committee of the Legislative Council and House of Assembly in reference to construction of a Railway in Newfoundland, presented the Report of the said Committee.

Hon Attorney General also presented a Bill respecting the proposed Railway in Newfoundland, which was read a first time.

Ordered that the Bill be read a second time to-morrow

Hon Attorney General presented to the house the following Documents in relation to the proposed Railway:

- No 1—Contract as proposed with A. L. Blackman on behalf of the Syndicate
- No 2—Copy of Mr Blackman's letter of authority to act for the Syndicate.
- No 3—Charter of Incorporation of the Railway Company
- No 4—Letter of Mr Blackman on employment of laborers.

No 5—Telegraph of 20th April to Mr Blackman from Syndicate confirming Contract.

Ordered that the said Documents do lie on the table.

Financial Secretary (Mr Winton) from the Select Committee on the Bill relating to Banks for small savings, presented the report, which was read and adopted.

Ordered that the house do on to-morrow resolve itself into Committee of the Whole on the said Bill.

The house then adjourned till Monday next.

Monday, April 25.

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

Upon motion the house went into committee of the whole upon the Registration of the Deeds Bill.

Mr Collins in the chair:

Hon Attorney General said that the object of the Bill was to annihilate the fees payable for the Registration of Deeds in the Northern District with those payable in the Central and Southern districts. Under existing law the fees were made payable to the present incumbent in order to bring his salary up to a fair standard amount, but at the time the Act was passed it was not contemplated that these fees would reach anything like the amount which had already in one instance been paid, and which might in future instances be paid. In 1878 fees amounting to £576 were received by the Registrar. It was unjust to the public who were called upon to pay that tax and on the colony whose revenue was not benefited by it. Of course the law provided that the Registrar should have all these fees and consequently he was entitled to receive them. But he thought it was the duty of the Legislature at this time to interfere and put an end to such an anomalous state of things. He had received from Mr Emerson a return of fees paid him for the last five years the amounts paid being from £170 to £200 annually. He proposed by the present Bill to give Mr Emerson in lieu of all fees the sum of 2000 per annum which arrangement was declared satisfactory by that gentleman. All fees in future he would pay into the public treasury. He then moved the adoption of the section as amended.

Mr Little was of opinion that it was very desirable that there should be a uniform charge for the Registration of documents for each district of the island. It was doubtful if the tax we imposed where the consideration-money passing was so large, was regarded as worthy of consideration. The fees payable upon an administration to an estate of fifty or sixty pounds is the same or within a few dollars of the cost of an administration to an estate of fifty or sixty thousand pounds. Such a state of affairs is a gross anomaly and one which should be immediately remedied. About such an anomaly we hear no complaints, nor have any steps been taken to amend the fees payable upon legacy or testate estates. He did not see what necessity there existed at present for any change in the fees connected with the Registrar Department, and if any change was attempted it should certainly not be in that particular department from which we could draw a fair Revenue. These various registration departments should be consolidated into one, and there should be but one Central Registry for the island with deputy registrars in every principal outport, such as Twillingate, Bonaville, Trinity &c.

Hon Attorney General was much obliged to the hon member for the observations he had made, with many of which he entirely concurred. He perfectly concurred with the remarks of Mr Little relative to the fees payable upon probates and intestate estates, and he hoped the matter would be taken up and dealt with in a short time by the Legislature.

After a few further observations from the hon A Shea, Messrs Parsons, Greene, Kent and the hon Speaker, the Committee of the whole House upon the Registration of Deeds Bill, rose, the Chairman reported that some

amendments had been made and that the Bill had passed.

Ordered that the Bill be read a third time to-morrow.

Upon motion of hon Mr Rorke the house was then resolved into Committee of the whole upon the Bill to repeal Tit. 102, Sec. 1, of the Consolidated Statutes relating to Labrador.

Mr O'Mara in the chair.

After some observations from the hon Mr Rorke, hon Mr Shea and Mr Goodridge the Bill was withdrawn.

Upon motion of Mr Parsons, pursuant to the order of the day, the house was resolved into Committee of the whole on the Bill respecting minors.

Mr Saint in the chair of Committee.

Mr Parsons moved the reading of the first section.

SECOND READING OF RAILWAY CONSTRUCTION BILL.

Hon the Premier would say that he should not have thought it necessary to make any observations at present if certain misapprehensions had not got abroad relative to the measure. The Committee, whose report is before them, were appointed by the unanimous resolution of the house for the purpose of negotiating a contract for a Railway. The Committee entered upon their duties under that resolution, and their time was spent late and early for a considerable period in negotiating with the agent of the Syndicate; and he would not be doing justice to those who formed that Committee if he did not refer to the assiduity, care and diligence which they displayed in discharging their important functions. They first took up Mr Blackman's proposals and the correspondence between him and the Government relative to that proposal; they adopted the offer of Mr Blackman as the basis for a contract and negotiated with him accordingly. The result of these negotiations are contained in the Report together with the proposed contract laid upon the table. The Bill before the House at present proposes to carry that contract coupled with the schedule which contains the incorporation clause into execution. It will be observed that the committee has had due regard to the prayer of the petition from Carbonear and Bay de Verdes. The contract provides that "the Government being desirous of extending the line to Carbonear, it is understood that the branch line from Spread Eagle Peak to Harbor Grace shall, if expedient, be altered, as convenient to connect Harbor Grace and Carbonear with the main line; or the Clarke's Beach or Briggs line may be extended to Harbor Grace and Carbonear upon such terms as may hereafter be agreed upon by the Government and the said Syndicate Company." The contract goes on to say that the "Company shall locate, construct, equip, maintain and continually operate in an efficient and safe condition as their sole property, three hundred and forty miles of Railway in the Island of Newfoundland," and this Railway is to be in the language of the contract of a "substantial efficient and reliable" character subject to the approval of a Government engineer, whose certificate of every five mile section, of such substantiality, efficiency and reliability before its acceptance or the payment of any subsidy or the grants of land provided for by the Government. It was generally conceded by this house that, taking into account the nature of the work and the cost of various gauges, that the gauge of three feet six inches was most suitable for our requirements and, though the committee had sufficient evidence before them of the existence and efficient working of thousands of miles of rail in the United States of the gauge of three feet, yet they have thought it advisable to obtain the largest gauge possible for the subsidy and have therefore contracted for that; suggested in the proposal of three feet six inches. Provision is also made for the weight of the rail which is not to be less than thirty-five pounds to the running yard; and this too, though the stipulation may not seem necessary, in view of the former stipulation that

See fourth Page