

Continued from fourth page.

Mr. Tessler presented a petition from a number of the inhabitants of St. John's, including merchants, tradesmen and shopkeepers, upon the subject of the proposed railway, which he asked to have read.

Mr. Little—The parties whose names were subscribed to the petition might fairly be regarded as representative men. Apparently they were desirous that before a matter of such momentous importance to the whole country was finally disposed of the people should have an opportunity of dissenting from or assenting to the measure. An undertaking charged with so much responsibility ought not to be disposed of lightly or hastily. He regretted to say that the propositions before the House were not of such a character as could gain the assent of hon members on his side; in time they might be reduced as to be made acceptable. The prayer of the petitioners suggested the propriety of postponing the consideration of the question in the mean time. It might be, if the bill to be passed, that many would be disappointed at the result. So far as the district of Harbor Main was concerned, it was in favor of the measure if within our means, but there was little use in our attempting anything that was far and away beyond our reach.

Hon Attorney General—The petition before the House referred to a subject of the greatest importance, probably no question of such vital importance had ever occupied the attention of the Legislature. It was gratifying to find that the public outside, showed their interest in what was transpiring within the walls of the Assembly, and exercised their constitutional right of petitioning the House. It might be considered premature to offer any observations upon the subject referred to in the petition, but he could not forbear making a few observations. In the first place he noticed that statements were laid down as facts in the petition which he was compelled to differ from. At the last General Election petitioners affirmed that no question of railway construction was submitted to the constituents. This was not the truth. Since the year 1875 the question of railway construction had been before the constituencies and had been favorably pronounced upon. The next objectionable statement in the petition was as follows: "That the Act which received the sanction of the representatives of the people during the last session of the Legislature, viz.: 'The construction of a railway within the means of the colony and without increase to its fiscal charges,' is widely different from the scheme now under consideration which embodies, besides subsidies, proposals to give away large tracts of the agricultural, timber and mineral lands of the colony." It was a most extraordinary circumstance that this petition was not signed by gentlemen whom we knew, and who were resident amongst us. Here we find "Job Brothers & Company," and yet no person of the name is living in the country or has been for many years. The very same observations apply to the signature "Bain, Johnston & Company" and so with regard to a number of others. He did not believe that any of our representative men would sign the petition. Would Mr. Thorburn, or Mr. Kendall, or Mr. Baine Grieve oppose our pauperized people being made prosperous by the resources of our common country being developed? Would Mr. Charle-Howling sign the petition? He (hon. A. G.) did not believe it. But there was still another element of suspicion attending this petition; it was this, that there were gentlemen whose names appeared signed to it who affirmed that they never saw it, and never signed it. If he was in error in the view he had taken of this matter, he would advise another petition being prepared, having the names of resident gentlemen appended. It would be premature to offer any further observations respecting the construction of a railway at this time.

Mr. Little presented a petition from James Pomphrey and others of Carbonear, praying for a grant of money to enable them to procure a supply of water.

Hon Attorney General also presented petitions from Benjamin Smith and others of Ship Cove, and Tom Joshua Benson and others of Bear Head, from Daniel Benson and others of Northern and Southern settlements in San Juan Sound from Newmarket Point and others of Northern Light, from Joseph Hicks and others of Bird Island Cove and from Edward Nurse and others of Salmon Cove.

The Financial Secretary (Mr. Winton) presented petitions from Edward White and others of Samson's Cove, W. Hicks and others of Newman's Cove, and from Michael Ryan and others of Bonavista.

Hon Mr. Winton introduced two Bills one respecting the sale of Intoxicating Liquors, and the other on Gambling and Gaming Houses, which were read a first time, and ordered to be read a second time tomorrow.

Mr. Parsons moved an address to His Excellency on the subject of the petition of the inhabitants of Belle Isle.

Law relating to the partition of Estates and respecting Probates and letters of administration, were, upon motion, read a first time and referred to a Select Committee consisting of the hon. Attorney General, Mr. Little, Mr. Kent, Hon. Mr. Winton, Mr. Carter and the hon. the Speaker.

Mr. Little—Address to His Excellency the Governor on the matter of petition of the inhabitants of Harbor Main.

Mr. Mackay gave notice for address on petition of inhabitants of Petites of Seal Islands.

Mr. Parsons for address on petition for clearing of Quai Visi Gui.

The House then adjourned till tomorrow at half past three.

Friday, March 11.

The House opened pursuant to adjournment.

The Bills set down for second reading were postponed till tomorrow.

MOTIONS FOR ADDRESSES TO HIS EXCELLENCY THE GOVERNOR.

The following motions for addresses to His Excellency on petitions presented by the movers were then made:

Mr. Parsons moved for an Address to His Excellency the Governor on the petition of the inhabitants of Belle Isle on the subject of a wharf and other matters mentioned in the petition.

Mr. Little moved an address to His Excellency the Governor on the petition of the Rev. J. O'Donnell and others, on the subject of the appointment of a Stipendiary Magistrate at Harbor Main.

Mr. Watson moved for an address to His Excellency the Governor on the petition of the Rev. F. R. Murray and others of Hearts Content, praying that the northern coastal steamer may call at that port.

Mr. Dwyer moved for an address to His Excellency the Governor on the petition of J. J. Walsh and others, of Paradise in the district of Placentia and St. Mary's on the subject of a landing place or slip at that locality.

Mr. Tessler moved for an address to His Excellency the Governor on the petition of Thos. Baine, praying to be appointed in part of meat, &c., under the Public Health Act.

The foregoing addresses were then passed.

Mr. Greene presented a petition from the Rev. M. A. Clancey and others of Ferryland, praying for a grant of money for the purpose of deepening the entrance to the "Pool" and also to repair the breakwater at that harbor.

Mr. Goodridge had much pleasure in supporting the petition just presented.

Mr. Saint presented petitions from Samuel Trim and others of Bonavista, and from George Aubot and others of Bonavista, and from John Powell and others, of same settlement, on the subject of roads and bridges.

Mr. Goodridge presented a petition from Rev. M. A. Clancey and others, of La Manche, and settlements in the district of Ferryland, praying that an annual salary might be paid Patrick O'Connell, keeper of the House of Refuge at La Manche.

Mr. Rice presented a petition from Alfred Pearce and others of Shoe Cove, praying for a sum of money to erect a school along the way leading to the school house. He also presented a petition from George Minty and others of Twillingate, praying for a grant of money to complete a road to the new Methodist Church now in course of erection. He also presented a petition from H. Findlater, Esq., M.D., and others, of Fogo Island, praying for a grant of a sum of money to complete the road from Fogo across the neck to Seidons-come-by. This line of road was opened some years ago, and the first grant was made for it over twenty years ago.

Mr. C. Mara presented a petition from Thomas Hanlan and others, inhabitants of Portugal Cove, praying for a sum of money for the purpose of clearing the dock at Western Point. He had much pleasure in urging on the Government the claims of the petitioners.

Mr. O'Mara also presented a petition from John Shea and others, of Pouch Cove, on the subject of roads.

Mr. Kent presented a petition from Martin Bolger and others, of Portugal Cove, praying for a sum of money to make about half a mile of road to Prince's Mount. He had no doubt the petition would receive the support of the whole House.

Mr. Rice presented a petition from John Owen and others, of Twillingate and the adjacent harbors, praying for a grant of a sum of money for the establishment of a Ferry across the Main Tickle. The petition was numerously and influentially signed by the magistrate, the clergymen of the various denominations, the doctor, and all the principal merchants, planters and other inhabitants of Twillingate and its neighbourhood. He would strongly commend the prayer of the petition to the House, and hoped that the House would see the importance

of the petition as one that required special and immediate attention.

The foregoing petitions were ordered to lie on the table.

The House then adjourned till Monday at half past three o'clock.

WEDNESDAY March 16th.

Pursuant to adjournment the House met today at 3 1/2 o'clock.

NOTICE OF MOTION.

When the Speaker had taken the chair.

The Financial Secretary (Mr. Winton) gave notice that he would on tomorrow ask leave to introduce a Bill for the establishment of Penny Savings Banks in this colony.

PETITION.

Mr. Kent presented a petition from the Lord Bishop of Newfoundland and about three hundred other petitioners, residents of St. John's, praying for the construction of a Railroad through the country. He (Mr. Kent) had much pleasure in presenting and in supporting the petition. When the House resolved itself into Committee of the Whole to consider the Railway Resolutions, he would deal fully with this importance question.

Mr. O'Mara, Mr. Parsons and Mr. Scott supported the prayer of this petition with great pleasure.

RAILWAY RESOLUTIONS.

Hon Attorney General, before going into committee upon the resolutions, desired to communicate to the House a very marked and important modification in the tender of one of the syndicates for the construction of the line of Railway. It now became his duty and privilege to inform the House that the syndicate represented by Mr. Blackman would construct the road (340 miles) with branches to Clarke's Beach and Harbor Grace for an annual subsidy of \$180,000 instead of \$207,000 and they would accept alternate blocks along the line of 5,000 acres of land instead of 6,400 which was the former offer.

The House was then resolved into Committee of the Whole upon the Railway Resolutions.

Mr. Watson in the chair.

Hon Attorney General having moved the first resolution.

Mr. Little said it had been frequently affirmed and the conclusion, (based upon reliable statistical returns and so upon the unanswerable evidence of growing pauperism) was inevitable that the fishery could not support our people. But while this was the case we must not forget that the fishery was our great staple industry and would in all probability long continue to be so. The railroad would simply be a valuable auxiliary which we hope would give profitable employment to our surplus population, and in the natural order of things aid and assist all classes.

Mr. Kent desired to know whether the question of the expediency of giving the right to aliens to hold land in fee simple, had been considered.

Hon Attorney General—The right certainly exists in Nova Scotia and Ontario.

To be Continued.

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.

Briggs—Mr. P. J. Power School Teacher

Bay Roberts—Mr. G. W. R. Hickey.

Belle's Cove—Mr. M. Moore.

Little's Cove—Mr. Richard Walsh, Post Office Little Bay

Twillingate—Mr. W. T. Roberts.

Fogo—Mr. Joseph Rendell

Tilton Harbor—Mr. J. Burke, Sr.

King's Cove and Keels—Mr. P. Murphy,

Bonavista—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.

HOLYROOD—Mr. James Boy.

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

"Honest labor—our noblest heritage"

CARBONEAR, APRIL 15.

RAILWAY COMMUNICATION

Its Advantages.

It being universally conceded that increased facilities of correspondence and intercommunication, are naturally productive of increased enterprise, industry and progress, we feel confidently assured, that with regard to the introduction of railway communication into this colony, no person of ordinary enlightenment or comprehension, will have the temerity to doubt the realization of benefits to our local industries and manufacture, in a degree at least equal to those derived by less favored countries, through the same all powerful and progressive agency. Looking to the history of railway communication, throughout the civilized world we will find that in every country where it has been established, no matter what difficulties, whether physical, political or financial, against which it may have to contend, this mighty agent of civilization and advancement, has not alone successfully maintained its position, but has pursued its onward course of progress and development, evoking latent energy and enterprise, &c. culminating broadcast along its path, blessings and advantages varied and innumerable. Did time and space permit we might cite many instances in support of our assertions on this point, but on the present occasion we shall confine our reference to the neighboring Republic of the United States, which though one of the youngest, still holds a prominent position amongst the nations of the earth. To what, we would ask, may mainly be attributed that wonderful progress, which within little more than a century she has made in the development of her vast resources and in general progress and advancement? To the locomotive which has penetrated her deep and trackless forests, spanned her broad and expansive prairies, and ascended her lofty mountain ranges, in its beneficent progress bringing to the light of day resources and advantages though hitherto dormant and unknown, still predestined by an all-bounteous providence for the use and benefit of countless millions. Such being the history of railway enterprise in the United States, in many portions of which, such for example as the Rocky Mountain region, the physical features of the country presented obstacles, which might reasonably be considered in many instances, insurmountable, what benefits may not be anticipated to accrue from its inception and establishment in a country such as "this Newfoundland of Ours" presenting no difficulties beyond the ordinary skill of engineering science, of rich and inexhaustible features and blessed with an abundant supply of agricultural, mineral and other varied resources of

untold and appreciable extent and value. To the consideration of the latter in connection with the subject of Railway communication we shall direct our attention in the future.

Local and other Items.

Messrs. Walter Grieve & Company's banking schooner P. L. Whitton, arrived at Halifax on Tuesday morning, April 12, with 600 quintals fish. —Telegram.

His Excellency the Governor in Council has been pleased to appoint John Syme, Esq., to be a member of the Board of Revenue, in place of E. Duder, Esq., deceased.

The s. s. Wolf, Captain Smith, arrived to Messrs Walter Grieve & Co., on Thursday morning, with 11,000 old and 800 young seals.

The s. s. Bear, Captain Ash, arrived on Wednesday morning with 270 seals, and the brigantine Dawn (not the Ocean as reported) with 1,800. Wednesday evening the Arctic, Capt Walsh, and the Thetis, Captain Dawe, arrived, the former with 400 and the latter with 7,000.

The Joint Committee of the Council and Assembly appointed to confer with Mr. Blackman, with a view to arrange for a railway, consists of the following gentlemen: Hon. Attorney General, Hon. A. Shea, Hon. John Burke, Mr. Little, Mr. Kent and Mr. McKay, of the House of Assembly; and the hon. Messrs. Harvey, Tessler and Ayre of the Legislative Council.

A very sad accident occurred on board the sealing steamer Falcon, while at sea, on the 6th inst., by which a young man named Todnet, belonging to Twillingate, lost his life.

While at dinner, with others of the crew, a loaded gun accidentally fell near him and discharged its lead into his thigh. All that could be done for him on board was unavailing, and the unfortunate died on the following day. We learn that a brother of his who was on board a neighboring vessel, and was, of course, unaware of the accident, went on board the Falcon to see him, but arrived only to be told the melancholy tidings of his brother's death. —Newfoundland.

In the House of Assembly, recently, the following important Resolution, proposed by the Hon. the Premier, (Sir W. V. Whiteway,) and seconded by Mr. Little, was adopted:—

That a Joint Committee of the Honorable the Legislative Council and the House of Assembly, be appointed to take evidence and report on the tenure of lands contiguous to the waters of the harbor of St. John's, with a view to ascertaining how far it is necessary and expedient to interfere, by Legislative enactment, relating to the same, or for the determination of the water privileges that appertain to the possession of such lands and for the preservation and extension of present area of harbor accommodation, in the interest of the public.

The above Resolution has been agreed to by both Houses of Legislature, and a Joint Committee appointed.

Private information from Channel, of date 7th April, advises that several fishing ships got from five to ten seals yesterday—one forty-three. Reports from round the Cape say that from five to ten were taken by the people there this week. Altogether I suppose that from three to four hundreds have been taken by fishing boats and people on shore. We have no news from God Roy but some are supposed to have been taken there.

Of the craft the following is the report—Alexander—1,200 landed; Capt Eastbourn—800 landed; Gazelle, Buifett—500 landed; Friend, Dicks—1,518 landed; Highland Lass—802 landed; L. Ada, 750, and sailed again; Alexander, 2nd trip—48 old sailed again; Arouse, Braug—1,240 landed; Royal Albert—1,000 reported; May Fly—1,200 reported; Amy May—400 reported; Young Brothers—350 reported; Ada Evans—180 reported; Phoebe, Forsey—180, sailed again; Petrel, Carter—100 reported, A Fish Schooner, Strickland—84 sailed again.

An accident of a very serious nature and one which we fear may terminate fatally, occurred

at 9.30 on the South previous condition trip man named Brigns, working on a narrow gauge into the table depth taken upon a very severely injured man named poor Fry hospital, and possessed being a working 13.

The hon Thursday Easter with gentleman band of habitant of was present the present railway. A cannot give proceeding

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