

Continued from second page. He (hon A G) had said that it had never been abolished. A large road grant had been made, and from it the able-bodied poor were paid instead of by the Poor Commissioners. In fact able-bodied poor relief never was and never will be abolished under existing conditions; it will simply continue to increase with the increase of the population. Large road grants and special grants for public purposes are made, and are in parts of the island entirely consumed by maintaining the poor during the winter, no adequate return on roads or public works being obtained or obtainable. These men, then, are sustained by the public revenues during the winter, to work during the summer for their summer's support. Here then we have an increasing population; an increasing pauper grant; of necessity an increasing tax to meet it; all these are running on parallel lines, whilst you have no increasing productive fisheries to maintain the population or occupy its energies. These lines so diverging involve a great social problem: either new industries must be provided or the surplus population must be removed from the country; otherwise, famine must sooner or later inevitably ensue. Can he it from him to deny these poor people the trifling aid they procure from the road grants to keep them alive through the winter. They were not to be blamed for applying for it, nor were they degraded by receiving it; it was a matter of necessity with them; and he would only be too glad to meet the necessity; and help them over difficulties for which they were not responsible, but which grew out of the conditions arising from the peculiar circumstances in which they were placed. The laboring classes of this country work hard, but receive very poor compensation for their labor—insufficient to provide them with the necessities of life. He had said "new industries;" for even though our fishery products were to increase to any extent, another most serious question arises as to where the additional markets shall be found for their consumption, especially taken in connection with the energetic competition of Norwegian producers. When he spoke of new industries, he referred to others than those of the fishery. Even with regard to the fishery itself, the system under which it is carried on is unhealthy, and advantageous neither to the merchant on the one hand nor the fishermen on the other, but with results certainly most disastrous to the fishermen. When he condemned the system, and its operations he most distinctly separated the system itself from those concerned in its operation, for when one attacked the supplying system, he was frequently charged with attacking the merchants. This he repudiated, for most of our mercantile men were those with whom he had all his life enjoyed intimate social relations, and for whom he entertained the highest esteem and regard. It was the system of which he complained; and they were the victims of it; they were brought up, trained and educated to it and did as every man in trade does—endeavor to make as much money as they could. It commenced in the earliest periods of our history, and then had a paternal characteristic; then the merchant supplied a certain number of individuals who returned to him the results of their labors, and received from him all necessaries for their support. The man who returned his full summer's voyage was sure of his winter's supply. As time moved on, however, the operation of the system changed. Now a fisherman can earn only from fifteen to thirty pounds as wages, which amount is all that he can rely upon for support of his family for the whole twelve months. It is not unnatural that when in the fall of the year the fisherman puts off his fifteen to thirty pounds worth of fish only realising sufficient to pay for the supplies used for catching it during the summer, that the merchant should refuse him that which was necessary for his family's winter support, and to be paid for during the ensuing summer; for how could he be expected to pay for a whole twelve months' supplies in the coming fall, when he was then only able to pay for those of the last summer? Consequently thousands are thrown off to struggle through a trying winter as best they can. There are no industries from which they can obtain employment, and they are compelled to come to the Government. During the several years that he had been in the Government, the following

are samples, being letters and telegrams, of the constant applications to the Government between the months of December and March:— "People here in starving condition will Government allow anything?" "The widespread destitution and poverty prevailing, more especially in the Bay de Verds district, and which to a wide extent has engendered sickness, such a pressure, daily pleading nourishment for the almost starving sick that I am really at my wit's end how to act. Mr Boyd is giving employment to the worst cases on the intended Breakwater at Old Perican. In other settlements, especially in and about Gull Island, times are in a most deplorable condition, no employment whatever. Applications daily pleading in the most piteous tones to afford some nourishment." "There are several families here who are starving for want of food, they have no way of earning anything the fishery is so bad that they cannot get enough fish to support their families." These applications are only two or three of a dozen or more of like character which he held in his hand. But this was the normal condition of affairs which existed during the winter season. Is it not heartrending that vigorous men, men of full physical powers, should be placed in such a condition as this, in face of their living in a land that is teeming with wealth, and only requires energetic capitalists to extract it, and give these poor men a full day's pay for a full day's labor? This, then, is the condition of the working classes in this country to-day; and the grand object he had in view was to ameliorate that condition and raise the working classes to their proper position. Our Government's financial are excellent; we have but a trifling public debt; we have but a very low rate of taxation—about \$5.60 per head; our banks are in a most healthy state, paying handsome dividends; our commercial firms are in high credit and standing. It was a well-known fact that a merchant hailing from Newfoundland was sufficient to establish his credit to any amount in any manufacturing establishment in Leeds, Birmingham or Manchester. In fine, our whole monetary institutions were sound. There must be something radically defective in the state of the country where one class is accumulating wealth, proofs of which are periodically exhibited to us. The district of Burin is well-known as one to which large amounts have from time to time found their way for relief of the poor during a great number of years past. It was within his memory, and that of many who listened to him, that a certain person commenced business there. He continued business for some years, during all of which time pauper relief was going on there; he retired only the other day to a little island in the English Channel, and took with him as is alleged, the handsome sum of £40,000; leaving behind him a splendid monument, which the revenue of the colony are now called upon to sustain—a monument of poverty. Are these things true, or are they not. He had before said, and still reiterated that he deprecated the appearance, both in the press and elsewhere, of paragraphs or references calculated to create discord among classes or persons. The duty of a Government was to foster peace and harmony, and to secure to everyone his rights of person and property; but the truth it was necessary to give expression to, and duty demanded this as well as the other. He would be recreant to the trust reposed in him if he did not exert himself to the utmost for the protection and welfare, as well of the laborer on the one hand as the capitalist on the other. The task he had set himself to accomplish, was the raising of the working classes to their proper position in the body politic; and if his proposition was not calculated to effect that object he would be pleased to bear of another in substitution, if better than his own, he would give it his hearty support. He had the most implicit confidence and faith in the resources of the island, and in this he believed there was a general concurrence of opinion. The most strenuous opponent of the Railway, our friend Mr. Bonnett believed, and justly so, that his country possessed almost unlimited resources. He would quote certain assertions of his made in his place in this House: 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.  
Brigus—Mr. P. J. Power, School Teacher  
Bay Roberts—Mr. G. W. R. HERRING.  
Heart's Content—Mr. M. Moore.  
Bell's Cove } -Mr. Richard Walsh, Post  
Little Bay } Office Little Bay.  
Twillingate—Mr. W. T. Roberts.  
Fogo—M. Joseph Rendell  
Tilton Harbor—Mr. J. Burke, Sn.  
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Catalina—Mr. A. Gardiner.  
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All correspondence intended for publication must be sent in not later than Wednesday evening.

THE CARBONAR HERALD

"Honest labor—our noblest heritage"

CARBONAR, APRIL 1.

RAILWAY RESOLUTIONS UNANIMOUSLY ADOPTED.

It is with feelings of sincere pleasure and gratification we have to-day to inform our readers of the successful passage on the night of Thursday 24th inst., of the resolutions above referred to. The debate on these resolutions which extended over a fortnight was of a highly interesting character eliciting as it did, pretty general expression of opinion favorable to the project from leading members on both sides of the House. The deliberate and earnest consideration brought to bear upon the subject, as also the diversity of opinion on the part of hon. members was most productive of the most salutary results, as is evident from the important amendments in the resolutions submitted by the hon. and learned Premier towards the close of the debate, said amendments being so framed as to accord with the general opinion of the House. We feel assured that these resolutions which in their amended form will appear elsewhere in our columns cannot fail to prove highly satisfactory to the friends of true progress, as evincing on the part of their hon. and learned mover, as also upon the part of the representative of the people generally, a sincere and earnest determination to conserve the rights and privileges of the people while fully desirous to avail of the great advantages offered to the public interests to the medium of railway communication. In addition to those already referred to, it will be perceived that a final resolution was also submitted recommending the appointment of a Joint Committee of nine members from both branches of the Legislature for the purpose of arranging the details of the

contract, which is subsequently to be submitted to the legislation for final ratification. This we consider to be a most wise and judicious course of proceeding and one in every way calculated to give general public satisfaction. We also understand that an eminent expert in railway engineering has been telegraphed for by the Government, whose assistance and advice will be available for the arrangement and perfection of the contract. Thus it will be perceived from the present aspect of affairs that everything looks favorable for the initiation at an early day of this grand project which we firmly believe is destined in the near future to exercise a most salutary and important influence on the destinies of our country, by the opening up of the vast and hitherto dormant resources, the development and extension of home industries and manufactures and the promotion and advancement of the general interests. In concluding our remarks upon the present occasion we have to congratulate our people generally on the bright prospects foreshadowed by the recent action of our legislature, which go far to ensure for them, the speedy realization of an undertaking which may be fully regarded as the harbinger of the most important and eventful era in the history of our country, an era pregnant with the most momentous results to her interests and bright with hope and promise for the future.

RESOLUTIONS ADOPTED IN COMMITTEE OF THE WHOLE HOUSE ON RAILWAY PROPOSITIONS

Whereas by an Act passed in the 43rd year of Her Majesty's reign, entitled "An Act to authorize the raising by loan of a sum of money for the construction of a Railway, and for other purposes connected therewith," provision was made for raising by loan a sum of Five Million Dollars for the construction of a Railroad from St. John's to Notre Dame Bay, with branch lines, as in the said Act set forth; and whereas a survey has been made of about one hundred miles of the said line of Railway, and an estimate of cost thereof has also been made and whereas proposals have been submitted by two Syndicates to construct, maintain, and operate the said Railway; in consideration of an annual subsidy, grants of land, and other concessions from the Colony, as set forth in said proposals.  
Resolved.—That in the opinion of this Committee it is desirable, if a suitable proposal be obtained that the Government should contract with a Company for the constructing, maintaining, and operating the said Railway by the Company, in consideration of the payment to the Company of an annual subsidy, and the concessions of land, with other privileges, in substitution of the provisions of the Act before referred to.  
Resolved, that it is the opinion of this Committee that the said proposal of the Syndicate represented by Mr. Blackman is such as presents a favorable basis for a contract for constructing, maintaining, and operating a Railway from St. John's to Hall's Bay, with branches to Clark's Beach or Brigus, and to Harbor Grace, a distance approximately of 340 miles.  
Resolved.—That in the opinion of this Committee, a Joint Committee of the Hon. the Legislative Council; and the House of Assembly should be appointed to negotiate with the said Syndicate upon the basis of the said proposal, with a view to contract, with guarantees for the due performance of the same.  
Resolved.—That in the event of failure in negotiation with the said Syndicate, tenders for the construction, maintenance and operation of the said Railway should be invited by the said Joint Committee from other parties.  
Resolved.—That any contract made by virtue of the authority contained in these resolutions, shall not be deemed as completed until the same shall have been ratified by the Legislature.  
Resolved.—That these Resolutions be sent to the Hon. Legislative Council for their concurrence.

This Day in Carbonar.

To-day is a day to be remembered by generations in this community. To-day is the day which depends upon the rise or fall of our adopted town; Carbonar, and we feel sure every man in this community will put his shoulder to the helm and assist our Hon. member and his petitioners in making this, "the second town of importance in the Island," the railway terminus. At the request of a respectfully signed requisition to I. L. McNeil, Esq., a Written Notice was posted up on the different walls. About the hour of 10 o'clock the Orange band assembled at their rooms and proceeded down to Burnt Head Road, then up through the town followed by a large assemblage to the place of meeting, the new Court House, where waited their arrival many of our independent voters who are working tooth and nail for the Carbonar Railway. In the Court House the Chairman, Mr. E. S. Pike, was unanimously chosen after which he found it practicable that, in order to give all parties a fair chance to hear what was going on, to move that the meeting would be held outside the Court House walls. The motion was seconded and carried, and the crowd proceeded out side the door into what is known as the Court House yard and the speakers took their place on the Court House steps.  
The first Resolution, after a few appropriate remarks, was proposed by B. T. H. Gould, Esq., and seconded by Mr. Balmer, who made a very eloquent speech in support of the grand project, using good arguments and good language.  
Resolved.—That this meeting views with deep regret, that the Railway survey has not been extended to Carbonar and that no provision has been made in the contractor's proposal for the extension of the line here.  
The Chairman then referred to the second resolution which was proposed and explained in a very able manner by Mr. Duff, and seconded by Mr. Pearce, which resolution reads as follows:—  
Resolved.—That Carbonar being the second town of importance outside of St. John's, we deem it justly entitled to a branch of the said Railway.  
The Chairman again appeared to the front and announced Mr. R. McCarthy as proposer of Resolution No. 3, which reads thus:—  
Resolved.—That a Committee be appointed for the purpose of drafting a memorial to the Hon. Attorney General, in Joint Committee of the Legislature or Newfoundland Railway to be composed of the following gentlemen:—  
Mr. R. T. H. Gould,  
" William Duff  
" William Bulcock  
" Lawrence Mackey  
" Michael Dwyer  
" Edward S. Pike  
" Captain Edgar Penny  
This gentleman spoke very warmly on the project, and his speech evinced a warm desire of having a branch to Carbonar. The seconder, Mr. E. Penny, corroborated the statements made by his predecessors.  
Resolution No. 4, and last, was read by Stephen Pike, Esq., who, amidst great applause, spoke in very strong terms in favor of this branch of railway, and hoped ere long to see a similar favor conferred on Pike's beach, the valley or stone wall to that which was conferred on Clark's Beach and Brigus. The seconder of this resolution, Mr. Brown, spoke in a very manly and independent spirit, and expressed what we believe to be his full sentiments on this very important matter. The resolution read thus:—  
Resolved.—That a deputation of four gentlemen be appointed to proceed to St. John's to present the memorial. And that a copy of said memorial be presented to the Hon. John Rorke.  
The Chairman then requested any person who wished to display their vocal ability to come to the front and said he felt sure the hon. Mr. Rorke would favor us with some remarks.  
The hon. gentleman came forward and spoke at some length after which a vote of thanks to the worthy Chairman was proposed and the meeting adjourned.  
In reference to the above movement, we cannot allow the case of our old friend Captain M. Dwyer to pass unnoticed, and in years gone by to be buried in the gloom like that of the famed Dr. Dearn who was the first mover of the Railway project in this country. Like Dearn, Captain Dwyer was one of the principal movers in the Carbonar Railway. It was he who was the means of working up the petition and who took such a warm interest in it all through, and we hope when the Government or contractors will be choosing their Railway officials, Captain Dwyer will be one of the first mentioned. We can safely say that the people of Carbonar, to a man, would be proud to see this gentleman filling any position suitable to his rank and qualifications.

The following referred to.  
To the Honorable  
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