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Syndicate, to which they conceded about twenty-five million acres of land. There the company was not only expected to take barren or swamp land but not even fair agricultural land, but were permitted to select their land in what is very properly termed the Fertile Belt, so that they may develop and settle it. It has been computed by an hon gentleman that the land we are conceding to the company, supposing it to be good agricultural land and also containing mineral wealth, could be obtained at the present time for \$850,000. On the subject of aliens we have had most sentimental speeches. He could see no reason why we should object to a number of industrious Germans or other foreigners settling upon our lands and assisting us in the development of this country. Great stress has been laid upon the Government's not having the right of pre-emption at the expiration of thirty-five years. Can you conceive such a condition of things to exist in fifteen years time as that this country shall be in a position to purchase this railway which we are not in a position to build at the present moment? He looked upon the exercise of this right of pre-emption as merely on the list of possible consequences. We find that we have our right of pre-emption as regards the Telegraph Company but that is not thought advisable to exercise it. The interests of the country and the company are identical. Their development of agricultural and mineral land must be attended with advantage to us. Supposing we possess the right of pre-emption at the expiration of fifteen years, it necessarily casts a damaging shadow over the bonds of the Syndicate that may be issued for the purpose of obtaining the money required for the construction of the railroad. In the transaction proposed by Mr Plunkett the Government was expected to endorse bonds, the interest on which would amount to \$250,000. Mr Blackman, on the other hand, said, "your subsidy attaches to no bonds whatever. It is contingent only on the working of the road. We, the company, place your subsidy in such a way as to pay the interest due on those bonds. Why then should we place a hindrance in the way of their financial arrangements? He looked upon this contract as one in which both parties should endeavor to facilitate the action of each other. But, supposing it appeared desirable at the end of fifteen years that we should put ourselves in possession of this Railway, we might do so in a much simpler way than by submitting the affair to the appraisal and award of arbitrators, we might pay for it as a running concern. The stock would be in the market. We could purchase half the number of shares and thus obtain the controlling power of the line. Mention has been made of the sum payable to us in the event of the line between Spread Eagle Peak and Halls Bay costing less than sixteen thousand dollars per mile. There had been no survey or estimates made of the route beyond Spread Eagle Peak except such as were made by Mr Sandford Fleming. He computed that it would cost for the broad gauge, on an average, twenty-five thousand dollars to Saint George's Bay. This merely brought it up to what is termed the "formation level," and all railing had to be provided independent of this. From Black River to Saint George's Bay the cost would be about forty-three thousand dollars per mile. The proposed line would have, for a considerable distance, to cross the hills at right angles and thereby largely increase the cost. The estimate per mile was therefore put down by Mr Blackman as at least sixteen thousand dollars. It must be remembered that at the time when the interest on the difference between the estimated and the actual cost was offered to be refunded to the Government that the annual proposed subsidy payable by us was two hundred and thirteen thousand dollars. Since then it has been reduced to one hundred and eighty thousand dollars, a sum that does not give three and a half per cent on the amount expended on the construction. Then while they would be only receiving some three and a half per cent from us, they should, according to the reasoning of some hon gentlemen, repay us in interest at the rate of four per cent. on this premeditated unexpended amount. This was an injustice which he did not believe any hon gentleman in the House would insist upon. He did not believe that it was ever contemplated that this condition should remain intact after the subsidy had been so ma-

terially reduced. The proposition submitted to this House from Mr Plunkett had been referred to. By that it was intended to have a sort of a partnership arrangement between Mr. Plunkett and the Government—we pay three-fourths of the cost of the line, guaranteeing the interest on the bonds issued by the company and then handing the line over to the company to operate. The pre-emptive right which we possessed under that proposal was that we might if we chose, obtain the possession of this line as here provided except that we would have to pay off all mortgages on the property which might be to any extent the company thought fit to have them. Such is the proposition which his hon. friend now upholds. Much there has been said by hon members as to the absence of any security for the faithful fulfilment of this contract upon the part of the company. What better security do we require than six million dollars, which they must necessarily expend in the construction of the line? It was, however, considered that a certain amount of money should be deposited by the company in the first instance as a security for the faithful performance of the work as far as the construction is concerned, and accordingly it is provided that one hundred thousand dollars in approved United States bonds, will be placed in one of our banks for that purpose. If there is any breach in the conditions of the contract we will be in a position to lay hands upon those bonds and appropriate them to the use of the colony. It has also been asserted that the company having got possession of all the mineral land they require will cease to work the line. If the lands are worth anything to them they must of necessity work the line with them, and upon the other hand, if the lands are not valuable the line itself is valueless. But the hon Mr Winter says, suppose that portion of the country should be settled, and the company should refuse to work the line, what a position we then should be placed in? What an absurd position it is to suppose any such contingency! Is it at all likely that a company, whose sole object must be to make money would stop the working of this line, if by so doing they would be putting money out of their pockets? It would then be a work of absolute necessity, the people would demand it. If the position taken by the hon and learned member, Mr Winter, were insisted upon by the Committee the consequence must inevitably be that we should not have a Railroad at all, because no company would accept the contract upon such terms. Reference has been made to the services of Mr. Murphy, the engineer, who was employed by the Government for the purpose of assisting the Committee in framing the contract now under consideration. He did assist in this matter most materially, and prepared a general Railway act. That such an act will hereafter be required we all know very well. He also pre-

pared a specification of the road which is before the House, a very elaborate and important document. The observations and strictures so freely indulged in by hon members relative to the mission and services of Mr Murphy were to his mind better terms from Mr Blackman. There were one or two occasions on which Mr Blackman was inclined to give up the negotiation of the contract altogether in consequence of being so hard pressed by us for better terms, and the Committee taking everything into consideration felt that they would not be justified in permitting him, if possible to break off. Since Mr Blackman have been away I have taken the liberty of telegraphing to him, asking him if he would meet our views in some matters to which exception had been taken, and especially the rate of passenger and freight traffic. This is, however, one of those things which must eventually cure itself. The hon member Mr Little, knows that when the Allan contract was first entered into there was a charge

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The Trade Mark of my said Medicines are registered in Ottawa, and also at Washington.

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

ADVERTISEMENTS.

NEWFOUNDLAND

TO MARINERS

NOTICE is hereby given that the Harbor Light on Rocky Point, at the entrance of Harbor Briton, Fortune Bay, has been burned down.

Steps will be taken to replace it as soon as possible.

Due notice will be given when the new Light is ready.

By order,
JOHN STUART,
Secretary Board Works,
Board of Works Office,
13th June, 1881.

UNION BANK OF NEWFOUNDLAND

THE ANNUAL GENERAL MEETING of the Proprietors of this Company pursuant to the Act of Incorporation, will be held at 12 o'clock on Saturday, 18th June, inst., at the Banking house in Duckworth Street, for the purpose of electing Directors, and for the despatch of business.

(By order of the Board)
JAMES GOLDIE,
June 17 Manager.

FOR SALE

That piece of land situated on the south side of the main Brook of Carbonar, 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 Morea, on the East by William Morea, and on the West by William Pumphrey.

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

CRAWFORD'S Temperance Dining Saloon

140 WATER STREET,
(Opposite Messrs. Job, Bros., & Co.)

Meals, Refreshments to order

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

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Glass and Tinware Establish- ment.

(To the east of Messrs. John Mann & Co Mercantile Premises)

C. I. KENNEDY,

Begs to intimate that he has recently received a large assortment of the latest improved and very best quality of Stoves comprising Cooking, Fancy, Franklin and Fittings of all sizes English and American GOTHIC GRATES.

In addition to the above, the subscriber has always on hand—American Hatches, Harness Rings and Buckets Sheath Knives and Belts Wash Boards, Brooms, Clothes Lines Water Pails, Matches, Kerosene Oil—best quality Turpentine, Stove Shoe, Paint & Clothes Brushes, Preserved Fruits, condensed Milk, Coffee, Soaps and a general assortment of Groceries, Hardware Glassware, Tinware etc.

American Cut Nails—all sizes—by the lb or kog.
Nov.

ADVERTISEMENTS.

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Tinsmith and Dealer in Stoves

Begs to inform the public of Carbonar, and vicinity, that he has JUST OPENED business in the shop recently occupied by Mr. T. Malone and nearly opposite the Court House Fire Break, where he has on hand a large assortment of

TINWARE

Of every description. Also a large assortment of

Stoves and Castings.

All orders in the above line attended to with promptitude and satisfaction.

M. J. SHEEHAN,
Water Street, Carbonar,

34-SIGN OF THE GUN-131

HAWLEY & BARNES

General Hardware Importer

Have now received their spring stock

HARDWARE & FANCY GOODS

Consisting of:

ELECTRO PLATED WARE, CUTLERY GILT AND OTHERS, ANGLE AND TOILET GLASSES CHANDLER AND TABLE LAMPS, IN GREAT VARIETY. A large assortment of, GLASSWARE, NAILS, SHEET IRON PAINT, PUTTY, &c.

Don't forget the Address.

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PICTURES, LOOKING GLASSES, CLOCKS, TIME PIECES, LOOKING GLASS PLATE, Statues, Picture Framing, STATIONERY, And a Variety of FANCY ARTICLES, too numerous to mention.

PICTURES framed or order CLOCKS CLEANED & REPAIRED.

Outport Orders strictly attended V. ANDREOLI

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He has on hand a large assortment of Italian and other Marbles, and is now prepared to execute all orders in his line.

N. B.—The above articles will be sold much lower prices than in any other part of the Province, the United States