

...would greatly prefer the report of gentlemen like Messrs Kinipple and Morris, gentlemen whose peculiar business is to survey and report upon undertakings such as the one proposed. He did not intend to disparage Captain Robinson's report, but he thought that gentlemen like Messrs. Kinipple and Morris, were better judges of the question than Captain Robinson. He (Mr. L.) was astonished to hear that a town like St. John's, which he had looked upon as so easy of drainage would cost £80,000 for sewerage. He did not see how the country could afford it, especially in view of another important measure which it is rumored the Government intends undertaking, of course this sum of £80,000 is only approx. mate, and it will, no doubt, like the Water Company project, run up to £100,000. The House is not in a position at present to offer any decisive opinion upon this matter.

Hon. Mr. Shea—This discussion arises out of a proposition of the hon. and learned Attorney General for a select committee of the House to report on the provisions of a report of a select committee of last session. That report only recommended a temporary measure of surface cleaning, and recommended the obtaining of a report of some scientific engineers, in order to a more complete and thorough system of sewerage. That is before us in the form of the report of Messrs. Kinipple and Morris. It is now proposed to refer the matter to another select committee for consideration as to how, when, and under what circumstances the suggestions of the report can be carried out. We all acknowledge its material bearing on the health of the citizens of the town, especially on the health of the poor. It is a matter that bears upon the poor, and affects their condition more so, than it does of the rich. It has become a pressing necessity among those who are liable to have their health undermined, and their lives endangered by the present system of sewerage. He could not agree with Mr. Little that he should postpone this matter for one hour. What have we to gain by a postponement of this matter? The hon. gentleman admits that there is a pressing necessity for a change from our present worse than imperfect system. Shall we be in any better position to accomplish it at a future period? These things being admitted then, all other arguments are taken away, and the only question is one of detail. He did not mean that we should rush into the matter without due and ample consideration, but we cannot take it up too soon. The figures laid before the House in the report are, of course, only estimates; but an approximate cost will be arrived at before we enter upon the work, and it may not fall short of £100,000. The water system cost £100,000, but who would be without the blessing which the introduction of water brought to this city. There is nothing more urgent than the measure proposed, and we would be derelict in our duty if we did not take the matter into our immediate consideration, and adopt some means to prevent a misfortune falling on the residents of St. John's, in the shape of an epidemic if something be not done to alter the present sewerage system. Let any man fall sick in this town he is called upon to pay for a doctor, the cost of which would be far more than he would be called upon to pay for sewerage tax. In the case of poor residents, the amount they would be called upon to pay, would be very inconsiderable. Besides will the town be ever improved in this direction if it does not make an advance now? Is there any reasonable argument for delay? Let there be a proper investigation of this matter before a select committee who will be able to devise and lay some plan before the House, and let us consult with members of the Upper House upon the matter. He hoped that result would be such a report as the House could not resist. As to the mode of defraying the attendant expense and of carrying it into effect, there might be a difference of opinion but he (Mr. S.) was of opinion that it should be by a system of local assessment, and should not be made a claim on the general revenue. It was a matter which specially affected the people of St. John's, and they must and will be ready to take upon themselves the necessary taxation. Let us not be frightened by a little expense when so much demonstrable good is to be derived. We should remember that precaution is better than cure. With regard to the propositions contained in the reports as to the propriety of the north head, or the narrows, or Quidi Vidi, being the proper point of outlet, he would merely remark that all the gentlemen engaged in the survey and reports, are very high authorities on the subject. The report of Captain Robinson is of great value, and had presented to him (hon. Mr. Shea) some new and very important information. He (Mr. S.) was under the impression that there was sufficient time to carry all the sewerage out to sea. Captain Robinson's reasons are very clearly put and intelligible to the most ordinary reader; and upon a careful survey of his arguments we see at once the difficulty of depositing the sewerage in the heads. However much we may be inclined to adopt the views contained in the report of Messrs. Kinipple and Morris, the report volunteered by Captain Robinson is very valuable, and should have its just weight with the committee. If then the matter is to be taken up at all we are as much justified in taking it up now, as we will be ten years hence. Why should we be at all of the expense when such a desirable object is to be accomplished as the

preservation of the health of such a large population? He was glad that such a practical step had been suggested, as the appointment of a select committee.

Mr. Kent—Last year when this subject came before the House he expressed the opinion which he had so far seen no reason to alter, that the sewerage of St. John's should be improved. The valuable reports which have been laid on the table should be printed and distributed among the people. The people should see the prospects which are before the House, so that they may be in a position to express their opinion upon them. There are people outside the House who are capable of arriving just conclusions, and who will bring a great deal of knowledge and experience to bear upon the subject. The sum proposed to be expended, £80,000, is a very large amount, and means £4,500 a year interest. We have already sewerage debentures coming due in 1882, and the Government will have to see their way clear to meet them. The system proposed now, we may say, is an entirely new system and one that should not be inaugurated without serious consideration. He (Mr. K.) had risen merely to observe that while he supported the motion for a select committee he hoped that a complete and thorough system of sewerage would be the result, one that would meet the growing requirements of the town. We must pay for the conservation of health or pay dearly for the consequences of bad sewerage.

Mr. Conroy.—As a member representing an out-harbor, he had no "locust-stand" upon the subject before the chair, but he hoped although the hon. and learned Attorney General had left the House in the dark as to his opinion on the subject that the tax for this necessary work would not fall on the country at large. He found no difficulty in acquiescing in the remarks made by hon. members as to the desirability of carrying out such a project as the one proposed. But he did not believe that any hon. member representing an outport would give his support to any measure by which the cost of this undertaking would fall on the revenue.

TO BE CONTINUED

NEWS PER MAIL.

The collision in the House between the O'Gorman Mahon and Mr. Egerton, the conservative member for Mid Cheshire, in which the former threw down a very distinct challenge to further proceedings outside, has (says a London correspondent) been quickly followed by another affair of honor that threatens to become a still more serious one. This time it is between the member for Youghal and the Hon. Mr. Jocelyn. Mr. Jocelyn is the Chelsea member who called the obnoxious a "despicable lot of Irish rebels." Sir Joseph McKenna is the Irish member who stood in his place in the House and proclaimed to the world that the Irish members took Major Jocelyn's abuse as a high compliment, inasmuch as they were aware that nobly knew him had the slightest respect for anything he might say. It appears this pretty round declaration has ignited a volcano in the bosom of the Hon. Mr. Jocelyn, who has already vented a demand to know what the member for Youghal meant. Hear Sir Joseph has answered that he meant just what he said—no less and no more. It is supposed that the correspondence has since concluded. Mr. Egerton has since apologized to the O'Gorman Mahon.

The Board of Trade inquiries at Liverpool into the collision between the Guon steamer Arizona and an iceberg in the Atlantic on the 7th November was concluded on Saturday, when judgment was delivered by Mr. Raffles, Stipendiary Magistrate. The Court found the master, Thomas Jones, in default for having placed the look-out on the skid bridge while the whale back was being painted, instead of upon the main bridge, whence a better view could be obtained. The second mate, Mr. John Wynne Jones, was also found in default in that being stationed on the upper bridge, he failed to sight the iceberg sooner than the men on the look-out below. The Court dwelt on the paramount importance of maintaining a close watch on board a steamer going full speed, and carrying 400 persons; and with regard to some points that had been raised as to the approach of the iceberg being indicated with a fall of the temperature, they did not believe that the slight fall that did take place on the night in question would be any guide to the master as to the proximity of ice. The Court had no fault to find with the navigation of the ship except as to the look-out, and in regard to the negligent manner in which this was attended to, they adjudged Captain Jones to have his certificate suspended for six months, and the second mate to suffer a like penalty.

Sir Charles Dilke, M. P., addressed a public meeting on Wednesday at the Chelsea Vestry Hall on the Central Asian question. He confined himself mainly to the proposal to occupy Herby, and condemned the idea as involving a task which was surrounded by enormous difficulties and for which there was an utter want of reason. Mr. Otway, M. P., said he could not see why affairs in Central Asia should be productive of undue hostility between England and Russia, or why we should continue to threaten and insult Russia, and he had intended asking a question on the matter in the House of Commons.

Mr. Gladstone, in reply to a correspondent, has written as follows, on the proposed memorial to the late Prince Imperial:—"My opinion on the subject of your notice is well known to the Dean and to the public, but I have no special title to interfere in the matter, and I have declared my sentiments, I think I have done all that my own personal duty warrants in the matter.

The Globe says that Lord Hartington had a fall from his horse while hunting on Monday with Sir N. de Rothschild's staghounds. Lord Melgund was thrown at a brook and broke his arm; Lord Hartington fell at a fence, but was not injured. Lord Chester was also down near the same spot. The meet was at Stewkley, in the Vale Aylesbury, and, as showing the nature of the Country, there were no fewer than ten falls in clearing twenty-three fences.

Serious Shipping Losses—300 men missing.—The returns of the vessels posted at Liverpool as missing, and now given up as lost, during the first two months of this year have been unusually heavy. No fewer than twenty vessels have been struck off the register as lost, and no tidings are to hand as to the fate of the ships. The aggregate number of seamen who shipped in these vessels from their last port of clearance is fully 300, and of these not one man has turned up to tell the tale as to the loss of any of the ships. The total tonnage of the vessels thus lost aggregates 13,035 tons, and the loss to underwriters and owners in the ships alone is fully £200,000, and in cargo £120,000. Amongst the vessels there were six steamships of a large size, which aggregating fully one-half of the tonnage, and two iron sailing vessels, also of a large size. Four of the vessels, of 4005 tons, were owned in Liverpool; two, of 3204 tons, in London; one, of 2309 tons, in Hull; and one, of 1046 tons, in Cardiff. Three small vessels, of 588 tons—viz, the Norseman (s.s.), Alaska, and Kerland belonged to the Clyde; two, the Gar-mouth, 200 tons, and Magic, 152 tons, belonged to Banff; and one, the Hawk, 93 tons, to Aberdeen. Three of the largest vessels, aggregating 4262 tons, were built at Newcastle, three, of 3502 tons, at Liverpool, and two, of 2812 tons, at Sunderland. Two of the small vessels, aggregating 254 tons, were built at Paisley, and three small coasters on the north coast of Scotland. There were eleven of the vessels on the outward, five on the homeward, and four on coasting voyages. The cargoes carried comprised ten of coals four of grain, and one each of sugar, linseed, guano, salt, steel rails, and general mercantile cargo. Other five ships were posted yesterday the largest of which, the John-Kerr, is 1782 tons, and owned by Messrs. Abram, Lyle, & Sons, Greenock. She was built at Port-Glasgow in 1873, and was bound from Newcastleborough whence she sailed on August 2 for Calcutta with a cargo of coal. For crew numbered thirty men, and the vessel and cargo is valued at £25,000.

A Heavy Penalty.—A case has just been decided at Hamburg, in which one of the heaviest penalties on record was imposed on the accused. The latter, a miller named Wegner, was proved to have systematically defrauded the customs for years by smuggling into the district wheat and rye, and evading the comparatively light duty to which that class of produce is subject. It was found that within the past few years he had contrived to escape paying the regular impost on at least 650,000 kilograms of grain, and upon the facts having been demonstrated by the Government prosecutor, Herr Wegner was sentenced by the Court to pay a penalty of 379,960 marks equal to £18,998 in English money, or to go to prison for two years.

San Francisco, March 10.—A number of citizens, representing the most wealthy portion of the mercantile community of San Francisco, have formed a union for the protection of life, property, and trade, and for the preservation of the public peace, and have issued an appeal to the inhabitants to enrol themselves as members of the organization against the dangers to be apprehended from mob violence. Mr. Kearney denounced this protective union as a vigilance committee. He persists in his agitation against the Chinese, and threatens vengeance against those opposed to him.

The Unburied of Gravelotte.—According to the Metz papers, a few days ago there were found by the labourers engaged in making a new road on part of the battlefield of Gravelotte the complete skeletons and other remains of two men enveloped in what appeared to be the remnants of military uniforms. The buttons showed that the remains must have been those of two French soldiers of the 55th Regiment, who had fallen on the 18th of August, 1870, and whose corpses had escaped discovery after the battle, and had thus remained for nearly ten years without burial.

A Liverpool barque named Knight Templar, with a general cargo, has been captured by the Chilians, while attempting to run the blockade of Arica.

At a meeting of shareholders of the Hull District Bank on Saturday, dissatisfaction was expressed at the conduct of the directors in closing the bank, and resolutions were adopted in favour of a voluntary winding up.

Considerable excitement has been occasioned in France by the conflict between the Senate and Chamber of Deputies, arising out of the rejection by the former of the clause in M. Jules Ferry's Education Bill dealing with the Jesuits.

On Saturday the German Parliament discussed the Government Bill, proposing the prolongation of the Socialist law, the necessity for which was shown by Count Eulenberg. Eventually it was referred to a committee of fourteen.

An attack has been made by the Chilean fleet on Arica. During the engagement the commander of the Chilean ironclad Huascar was killed.

The man who fired at General Melnikoff was publicly executed at St. Petersburg last week, in view of an immense crowd. Shortly after the execution, seven persons, supposed to be students, were arrested among the crowd.

Three-fourths of the town of Nevinsinje, in the Herzegovina, have been destroyed by fire.

JOB PRINTING of every description neatly executed at the office of this paper.

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 at this office.

- St. John's—Mr. W. J. MYLER, Water St. Brigus—Mr. P. J. POWER, School Teacher. B. y Roberts—Mr. G. W. R. HICKLIHY. Hear's content—Mr. M. MOORE. Bell's Cove—Mr. Richard Walsh, Post Office Little Bay. Teillingate—Mr. W. T. Roberts. Fogo—Mr. Joseph Re dell. Tilton Harbor—Mr. J. Burke, Sr. King's Cove and Keels—Mr. P. Murphy. Bonavista—Mr. P. Templeman. Catilina—Mr. A. Gardner. Bay de Ve's—Mr. James Evans. Colliers—Mr. Hearn. Conception Harbor—Mr. Kennedy. Harbor Main—Mr. E. Murray. SALMON COVE—Mr. Woodford. HOLLYWOOD—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 Tuesday evening.

THE CARBONAR HERALD

"Honest Labor—our noblest heritage."

CARBONAR, APRIL 15TH.

THE RAILWAY.

In making reference to the subject of the proposed railway in our present issue, we do so, in the first place for the purpose of correcting an error which owing to our unavoidable absence during the debate and subsequent non perusal of the Report of the Committee which we did not receive until after the article was written, which appeared in our last issue. It will be perceived by the Report referred to, that instead of traversing the island from East to West, the proposed line will take its course Northward touching at the heads of the great northern bays and passing in close proximity to those valuable agricultural and mineral regions, which after lying so long dormant, are destined in the near future to be opened up to the energy and enterprise of the agriculturist and the capitalist, through the agency of this all powerful agent of civilization and advancement. The line now contemplated, will gradually extend its branches to the most leading and important sections of the colony, and we have every reason to believe, the day is not far distant, when the "neigh of the iron horse" will be heard on the western part of this colony. We once more hail the introduction of railway communication into Newfoundland as the dawn of a new era. We might say, the most important in the history of our colonial progress and advancement. In fact,

viewing the record of railway enterprise, and the marked progress which has attended its introduction into other countries, and looking to our well known vast and invaluable resources we feel perfectly justified in anticipating from its establishment, results highly satisfactory to the general interests of this colony. During the past week, a Bill embodying the suggestions contained in the Report, was submitted to the House and passed the various stages, so that the Rail way, so long a subject of doubt and uncertainty may now be considered as "un fait accompli," time being alone required for the completion of an underraking so fraught with benefit to the future interests of the colony.

Correspondence.

We will not hold ourselves accountable for the sentiments or opinions of correspondents.

EDUCATION.

To the Editor of the Carbonar Herald, CARBONAR, April 13th, 1880.

Dear Sir— For some time past the present state of education in this country has received a good deal of public attention. In many of our public journals articles of more or less importance have recently appeared, in which the various shortcomings of our present school system have been commented upon, with more or less ability, and in which many suggestions have been made, having as their object, the raising of our present standard of instruction. It is an indication of the growth of a sound public opinion to see matters of such great public importance made the subject of discussion in our local newspapers, and affords proof that our people are now fully alive to the importance of providing a good education for the rising generation of the country.

It must be admitted that at the present day there is no subject that claims a greater share of attention at the hands of those having charge of the public affairs of this country than the improvement of our educational institutions. On their efficiency depends, in a great measure, the future welfare of the colony. By education, the rising generation will become acquainted with the duties they owe their country, the manner in which they are expected to labor for the furtherance of her interests; and for her elevation in the scale of civilization.

But while every exertion should be made by our rulers to improve the common school system of the country and thus place within the reach of all, the means of acquiring a elementary education, they should also remember that the improvement of our superior schools or colleges claim a share of their attention. Now, when we come to compare the superior schools of this country with those of other countries enjoying the same or perhaps less pecuniary facilities than ours, we are forced to admit that the comparison will not be in our favor. Nay, it is a notorious fact that at the present time (especially amongst the Roman Catholic body) parents wishing to procure for their children a superior education are compelled to send them to the Old Country or to the Dominion of Canada to receive that knowledge which, under a proper order of things, they should receive at home. But whilst such is the case we have at the same time institutions largely endowed by the Government, but from what cause, they have failed to carry out the object for which they were established, I hope to show on some other occasion. And, indeed, Mr. Editor, it must be apparent to any person of reflection that this is a subject that calls aloud for reformation. In all the neighbouring provinces the most strenuous efforts are being made to establish colleges and universities whilst in this country we are more backward in that respect than we were twenty years ago. Fearing that I may trespass too much on your space I will defer further remarks on this subject till your next issue.

PROGRESS.

To the Editor of the Carbonar Herald, Dear Sir—

I have lately watched with interest the manner in which our police have been discharging their duties in regard to this "standing around the corner business." I am pleased to notice that they seem determined to put down this nuisance. Now, Sir, would you, through the medium of your valuable journal, allow me to remind our police, that while they continue to keep this pest, from our corners they will have the sincere sympathy of the public.

Yours truly, OBSERVER.

Local and

NEW JOURNAL. We have received a copy of the first issue of the Abstinence Register, published by an Abstinence Society, and well selected and interesting reading to which various more than ordinary subjects are to be found in whole, the new Register is looked upon as a first issue sustenance required for the completion of the prospectus future to be a portance in the interests and persistence. We the enterprisingness in his new Record a long advocacy cause so intimate future progress of the country business and progress.

Nearly 6,000 people in February.

The "London" that Her Majesty kept on Saturday.

For a number to Newfoundland (exchange) from been engaged per month, with

The schooner time since put by Hon. John Friday last, when a remarkable vessel for the she is now being in charge of John's, start of or two. We are prising owner in the new entr

We are informed by Mr. Holden, p land shortly in ments for imm

The sum of recently raised John's for the amounts a spective denomi Committee, arc Catholic Church England, 330,000; Presby 33,000; Congregational

We learn the for St. John's was not arrived went to press.

The Cortes on Friday for

Messrs. Har by telegraph the Steinmann and the 11th instat were transferred, reached 1 March.—Telegr

A telegram forenoon station Heron, belonging bridge & Sons, owned by E. cently crushed off Collinet. getting to St. M

The Glensan days out for thi

The steamer John's for Gr last, with mails

The Comodo Grace on Mond

The Mastiff Harbor Grace,

The Thomas from the seal fish with 1800 seal gailing vessel 400 seals.