

know that since 1876 there was but one fatal accident to any of our people employed in prosecuting this fishery.

Mr. Dawe simply rose to say that he agreed with the observations of the hon. the Speaker upon the subject before the Chair. While he was glad to know that the Bank fishery had been tolerably successful, and that this success might be to some considerable extent due to the bounty given by government, yet it would be in his opinion well that no further bounty should be given.

Mr. Scott did not intend troubling the House with lengthened observations, but he failed to see how the amendment proposed by him could in any way lead to antagonism between employer and employed. Surely the power that gave the bounty had a perfect right to recede how it should be distributed. And if it were to form any inducement to the men, it would only be such if it came to them as cash clear. He (Mr. S.) feared that he would not be able to pass his amendment, and rather than hamper the passage of the Bill he would withdraw it, only, however, to move in the matter again next session.

Mr. Parsons had some observations to make in support of the amendment but since Mr. Scott had withdrawn it they would be malapropos. He would suggest to the Receiver General, however, to accede to hon. member Mr. Tessier's proposition, and make the highest sum payable to any one vessel, \$900 instead of 500.

The section under discussion was then adopted.

The committee then rose and reported the Bill as passed without amendment.

And the House then adjourned till tomorrow at half past three o'clock.

WEDNESDAY, March 3.

The House met at half-past 3 o'clock. Mr. Courcy presented a petition from Thomas Connors and others, of Witless Bay, in the district of Ferryland, on the subject of a road. This petition was of a very important character and well deserving of the attention of the House.

Mr. O'Mara presented a petition from Patrick Murphy and others, of Portugal Cove, on the subject of a road.

Mr. Parsons presented a petition from Daniel McCarthy and others, of Outer Cove, on the same subject.

Mr. Rice presented a petition from several inhabitants of the district of Twillingate and Foggo, praying that an amendment be made in the second section of the Fishery Act, with regard to the size of the mesh of the salmon net. The present length is six inches, and the present petition prays that that size may now be reduced to five inches. These people have proved from experience that the present size is considerably too large. A counterpart of the present petition was presented to this House last session, and its repetition shows how important the petitioners consider the matter. When an Act has been proved from experience to operate prejudicially to any class of people, it behooves the Legislature to immediately remedy the evil complained of. Especially is this true of our fishery, our only harvest. This salmon fishery is of great importance to the petitioners and others concerned; and they are best judges of what laws are most beneficial to their interests, and the interests of the country. He hoped that some measure would be framed to meet the grievances complained of in the petition. With these few remarks he would move that the present petition do lie on the table, and he would earnestly recommend it to the consideration of the House.

Ordered that these petitions lie on the table.

Upon motion of the Hon. Receiver General the House resolved itself into a committee of the whole on Ways and Means.

Mr. Watson in the Chair. The Hon. Receiver General then rose and delivered the following speech: Mr. Chairman,

I have to inform you at the outset that the Revenue during the year ending the 31st December past, amounted to \$962,921.03, and was derived from the following sources, viz.:

The Light Dues collected during the year amounted to \$29,662.69; this is exclusive of the sum of \$948.94 received

from Dominion vessels on the West coast and repaid the Dominion Government and others on their application and representation that the Light Houses, in respect of which these dues were paid were erected and maintained entirely at the expense of the Dominion. Under the Loan Act of last year, for the purpose of paying off Debentures falling due, I borrowed \$15,192, viz: \$4,644 at the rate of 4 per cent.; and \$10,548 at 4 1/2 per cent. interest.

From the Treasury we have paid for the past year as per Financial Secretary's Statement.....\$887,295.02

Cape Race Light House and Alarm..... 8,865.91

General Light Houses..... 33,326.12

Interest on Public Debt..... 67,980.47

Interest paid Union Bank on current account..... 456.00

Debentures bearing 6 per cent interest paid off..... 13,710.00

Debentures bearing 5 per cent interest paid off..... 14,482.90

Paid into the Savings Bank towards redemption of the Public Debt..... 1,758.21

The Customs' expenditure paid in the Customs' Department was..... 50,747.08

The unexpended Legislative grants amount to \$28,662.34, particulars of which can be seen on reference to the Financial Secretary's Consolidated statement.

The overdrawn accounts for the past year amounted to \$32,123.95, a portion of which will be reimbursed to the Treasury, viz.:

Grand Bank and Fortune Harbours improvements..... \$792.82

Halifax Fishery Commission account..... 1,627.60

As the details of all the expenditures are on the table of the House, it will be perceived that due economy consistent with carrying out the several public services efficiently has been observed. The balance to the credit of the Colony on the current account for the past year is \$14,658.71

TO BE CONTINUED

NEWS PER MAIL.

Mrsrs John Wilson and Archibald Russell, as the remnant and acting members of the committee appointed at the meeting of shareholders of the City of Glasgow Bank on 22d October, 1873, to determine the amount of remuneration to be paid to the liquidators, have come to their decision. It is dated the 18th of this month, and states that the result at which they have arrived is (1) that the remuneration should be on the principle of a commission, and (2) that such commission should be chargeable upon the dividends paid to the creditors. The commission payable on the first and second dividends, at 5 per cent, was £12,952, and on the third at 7 1/2 per cent, £9,908—in all, £22,860. They propose to allocate this sum one-third to Mr Anderson, one-third to Mr Cameron, and one-third to Messrs Jamieson and Eldane. Mr Cameron had an early stage expressed his willingness, in conversation with one of the committee, neither Mr Wilson nor Mr Russell, to accept £2500 per annum, but on the assumption that the liquidators were to be dealt with by the way of a fixed annual allowance, and not by way of commission. Dealing with the matter not as one of law, but simply as one of common justice, it would seem to them to be wholly inconsistent with every principle of justice that the remuneration for work performed and well performed, by one of the liquidators should be handed over to his colleagues, and this in addition to their own legitimate share of the remuneration.

A remarkable discovery was made in the Burley Pit, Apedale. While some dirt and coal was being removed, the body of a boy in a good state of preservation was found, and on examination was identified as that of Levi Rley, who was missed about the time of the explosion in March, 1877, by which 23 men lost their lives. Since the explosion the pit has been worked, but not in the portion where the body was found.

The eight vessels comprising the Greenland sealing fleet are to leave Dundee next week. The number employed at Greenland last year was 11, and the reduction has been caused by the loss of the Ravenscraig and our Queen, that the Mazinthien is not to go to Greenland this season, but to proceed direct to the Davis Straits whale fishing. At the close of the young seal fishing at Greenland all the ships will return and outfit for the Davis Straits, with the exception of the Victor and Jar Meyen, which are to remain at Greenland to prosecute the old seal and whale fishing. The Mazinthien (Soutar) is to sail about the 15th of March for the east side whale fishing at Davis Straits. She will afterwards proceed with the other ships of the Dundee fleet through Melville Bay to the north whale fishing.

JUDGMENT ON LOSS OF THE BORUSSIA.—Judgment was delivered on Friday by the Wreck Commissioners as to the foundering of the Borussia. The evidence the Commissioners say, is conclusive that the vessel was twenty-five years old, had been bought exceptionally cheap, and was hardly seaworthy. Although the plates were not much worn they were weak, and the rivets had a tendency to fall out. The state of the vessel was such as to require great care and watch-

fulness, and attention had not been bestowed upon that portion which had caused foundering—the bottom of the stokehold. The owners should not have depended upon the engineer's report, but should have had that of a competent shipwright and superintendent of engineers. The officers' conduct is commended.

THE LATE PRINCE IMPERIAL'S MEMORIAL.

A memorial protesting against the erection of the proposed memorial, now withstanding the recent expression of hostile feeling, signed, and will be presented to Dean Stanley. The memorialists protest on the two grounds that in itself the proposal is wholly out of harmony with the national and historic character of the Abbey, and that it would give rise to needless and unfortunate misapprehension in France. Among the members of Parliament who have signed the memorial are Sir C. Dilke, Mr Wyvell, Mr Mundella, Mr Plimsoll, Mr Lydalls, Mr Anderson, Sir W. Lawson, Mr E. Jenkins, Mr. Easton Smith, Mr Macdonald, Mr J. Barclay, Mr. Grant, and Mr. S. Morley.

Two deputations waited upon Dean Stanley on Tuesday to urge the withdrawal of the scheme for erecting a memorial to the late prince Imperial in Westminster Abbey. One of the deputations was from the Working Men's Peace Association, and Mr. Fordham represented the subscribers to the "national memorial." Dean Stanley replied that the matter had gone so far that it must proceed, unless the authorities imposed and took the responsibility off his hands.

The Lucy, from Newfoundland, has been driven ashore off the Lighthouse, and abandoned. Her papers have been lost. The Portuguese life boat saved the crew. The gale is now abating.

M. de Giers, nominally the representative of Prince Gortschakoff, but in reality the executor of the Czar's will, has not only succeeded in setting Japan against China, but has also been rewarded for the feat by the highest order of Japanese knighthood.

Frederick, the brother of Cardinal Manning, died at the age of 84 years, on the 15th January. He amassed a large fortune, which he has been spending for the last few years in founding Protestant churches and Bible classes.

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. Briggs—Mr. P. J. POWER, School Teacher. Bay Roberts—Mr. G. W. R. HERRIANY. Heart's Content—Mr. M. MOORE. Bell's Cove—Mr. Richard Walsh, Post Office Little Bay & Olives Little Bay. Twillingate—Mr. W. T. ROBERTS. Ringo—Mr. Joseph Re del. Triton Harbor—Mr. J. Burke, Sr. King's Cove and Keels—Mr. P. Murphy. Bonavista—Mr. P. Templeman. Catalina—Mr. A. Gardner. Bay de Verde—Mr. James Evans. Colliers—Mr. Hearn. Conception Harbor—Mr. Kennedy. Harbor Main—Mr. E. Murray. Salmon Cove—Mr. Woodford. Holyrood—Mr. James Joy.

Notice.—This paper will not be delivered to any subscriber for a less term than six months—single copies four pence.

All correspondence intended for publication must be sent in not later than Tuesday evening.

THE CARBONEAR HERALD

"Honest Labor—our noblest heritage."

CARBONEAR, APRIL 1st.

THE RECENT FIRE.

On various occasions within the past few months we have called the attention of the community, to the imminent risk and peril to which the lives and property of its people were exposed, from the entire want or absence of any means or organization, no matter how imperfect, to check the ravages of fire, in the event of any portion of the town being threatened with serious conflagration. As a most remarkable coincident almost immediately followed our first reference to the subject, as also on similar occasions subsequently, instances both at Carbonear and Harbor Grace occurred, where fortunately, owing to the peculiar nature of the localities,

and other favorable circumstances, the loss or damage incurred was confined to the buildings in which the conflagration originated. In making reference to the matter in strong and forcible terms, we urged the necessity of early and effective measures being taken for the public safety and in doing so, gave clear and lucid expression to our ideas, as to the means to be adopted for the accomplishment of so necessary and desirable an object since then it is true that the subject has attracted the attention of some of our public men and the necessity of provision being made for the purchase of an engine, has formed a prominent feature in the presentments of the Grand Jury at the Quarter Sessions, still up to the present moment, so far as protection against fire is concerned, Carbonear is no better off to-day than she was twelve months ago. That such an unfortunate state of affairs should be permitted to continue and that in the face of the various warnings furnished by the conflagrations referred to, appears to us most extraordinary and by no means consistent with that public spirit and energy to be expected in a community blessed with the advantages of enlightenment and civilization. In thus giving frank and undisguised expression to our opinions, we do so in all friendship and sincerity, desirous as we have ever been for the promotion and conservation of the public interests, so seriously impelled by the recent conflagration at the English Church of this town, which, were it not for the peculiar inclemency of the season and the large quantity of snow and water available on the occasion, would in all probability be now a smoking heap of ruins. With this latest and most startling example before their eyes, it is certainly full time for the people of Carbonear to take action in a matter so seriously affecting their public and private interests. We would once more suggest that a public meeting of the leaving inhabitants of the community be called, at the Court House or some other public locality, at as early a day as possible, and that such steps be immediately inaugurated, as will effectually lead to the establishment of such an organization, as will be a certain pledge of security and protection to the community, should it, at any time in the future be threatened with serious conflagration.

Since the preparation of the above remarks, we have received information of the fire at Harbor Grace, by which, notwithstanding the facilities at hand, a considerable amount of valuable property was destroyed. This later instance should in our opinion, be a still further incentive to rouse the people of Carbonear to a sense of the necessity of taking immediate action in a matter so seriously affecting the most vital interests of the entire community.

Correspondence.

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

To the Editor of the Carbonear Herald.

Dear Sir— On the 26th last month, Joseph Montroy, the umbrella man, while traveling from Bays-de-Verd to Grates Cove, got astray on the barrens, and night having set in, with cold wet weather, he was obliged to remain in the one position until daylight, when he commenced the journey again, but not knowing whether he was steering right or wrong until 12 o'clock he fortunately met two men and a boy going from Old Perlican to Grates Cove with a side load of wood; one of these men belonged to old Perlican and had come out to meet and protect across the barrens the man and boy, and when, seeing Montroy in distress he came to assist him in reaching Old Perlican; by this time Montroy was almost dead from cold and fatigue and would probably have succumbed had it not been

for the kind attention rendered him by Mr. William Cayanagh whom, under Providence, Montroy has to thank for being alive to-day.

The foregoing incident ought to be sufficient to show the great necessity of at once having posts or other such marks erected to guide the traveller over these dangerous barrens.

By inserting the above you will much oblige

Yours truly JAMES EVENS.

Local and other Items.

The steamer Walrus landed 13,502 young harps, weighing 256 tons gross being an average of 42 lbs. per seal. The Chronicle states that the above is the heaviest trip by twenty seven tons ever brought in by the Walrus.

The steamer referred to above, left on her second trip last Friday, the crew, we learn, netted over £17 per man.

By late advices from St. John's, we learn, that the price of seals is from 22 to 23 shillings per cwt.

The following telegram was received here on Tuesday:

Aurora arrived at Catalina last night with 15,000; reports the Arctic 2000, Narwal 4000, Neptuné 2000, Panther 5000, Isabella Ridley 4500, Vanguard, Mastiff, Commodore, Bear, Lion, Kite, Esquimaux, Resolute, Hector, Greenland, Wolf, Merlin, clean.

The following is the amount of seals hauled at the places mentioned below, to Tuesday last:—Island Cove 3000; Grates, 4000; Old Perlican, from 2000 to 3000.

The s.s. Aurora took five hundred seals off Northern Bay on Tuesday last. She is reported to have about ten thousand.

Messrs. W. Grieve & Co.'s sealing steamer "Leopard," Capt. Dawe, arrived from the Gulf about 2 p.m. to-day, with 5,500 young and 1,900 old hoods. The "Leopard" struck the seals 15 miles E. S. E. of St. Paul's Island and when she finished loading she was S. E. of Saccarie. She passed through about 400 miles of ice coming home and experienced very severe weather. Capt. Dawe was in company with no vessels during the voyage.

We learn that six or eight prime young seals were hauled ashore at Harbors Harbor this morning.

News from Bonavista reaches us to the effect that on Thursday last several men boarded the S. S. Greenland, Capt. Kane, then in the ice off Cape Bonavista, and ascertained that she had only 1,300 seals. The Greenland reports the S. S. "Esquimaux," Capt. Blandford, with 8,000, the S. S. "Neptune," Capt. White, clean, and the S. S. "Proteus," Capt. Pike, clean.—Evening Telegram, March 27th.

The Oleanda and Henry West, referred to in our last issue, left Boston last week for the Bank fishery with a supply of clam bait, they will take herring bait at Fortune Bay to continue the voyage and may be expected here about June. The Oleanda is 66 tons and the Henry West is 61 tons.

We learn from late exchanges that the Allan steamers Scandanavium and Prussian which left Liverpool for Halifax about the first March have not yet arrived.

The River Queen, 69 tons, has sometime since been purchased by Messrs. Duff & Balmer, for the prosecution of the Labrador fishery.

The dwelling house of Mr. Stephen Abbot, Bonavista, was entirely destroyed by fire on the evening of Sunday, 29th ultimo. Nearly all his household effects and provisions were consumed.

It is our painful duty to record one of the most calamitous occurrences ever experienced by the inhabitants of Northern Bay, which resulted in the death, from cold and exhaustion, of four young men. The melancholy facts, as far as we can learn, are as follows:—

On Friday a boat crew consisting of five men, three Hogsans one March and one Finlay, put out from the above place for the purpose of getting some seals which had driven into the Bay towards the shore, they succeeded in loading their punts, and started for home, but the wind which had been from the southward at the onset, had now veered around and off from the North West, tripping the ice off the shore and causing the punts to drift out towards the middle of the Bay;

having made up with their boat, had opened between Shore, and being fatigued, they must travel no further in order to make for they could find dreary and cold of the boat and of the gathered to remained so until though having some cold and anxiety were buoyed up light would bring the shore, but, frustrated in finding come off from the They then started being the nears having traveled two brothers had exhausted and had March having had which he divided to his comrades further, the second up, and the second on for an hour of the survival and said, "uncle I must lie down Much kept on a part of the Cape the former killed hearts, but March food having stre enabled to help and they succeeded reached an inlet but, they tried could not succeed damp and would poor March had said he could not but Hogan told reach the Light three quarters of both started for unfortunate y not keep up with ing told his comrades about until he could and send him Light House, keeper that he ice near Cripple were sent out, time for the morning. Early a steamer Hercules for on Saturday Cape, Hogan when them about with body they soon rocks, and com The steam rth for the three m searched in vain turned to S. J.

The remains were interred at morning being place by a large friends.

Mr. William is son of Sims Bay, and a late play character by all whose acquainted with friends and the shared his fate, sincere sympathy

Cripple Cove is not inhabited There is probability referred to Cape St. Francis fishing just now matter with best able to de

We learn that Captin Fairwe and about last, picking up baby some of north shore them not wo this be true, ed to hear of having been er "fairweather brought this Bay, we can must confess, must be con employment ship of 400 to

By a telegram McNeil, Esq, ceiver Gene learn that the was picked up miles off the to St. John's; of the poor Northern Bay on Saturday

The "New this morning,

The follow from a letter to hour Briton, Two sad an lately occurred Feb. 27th thre ish in boat