

The Star,

AND CONCEPTION BAY SEMI-WEEKLY ADVERTISER.

Volume I.

Harbor Grace, Newfoundland, Friday, September 20, 1872.

Number 37.

SEPTEMBER.

S.	M.	T.	W.	T.	F.	S.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30
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MOON'S PHASES.

NEW MOON..... 2nd, 9.23 P. M.
 FIRST QUARTER.... 10th, 11.33 A. M.
 FULL MOON..... 17th, 1.34 A. M.
 LAST QUARTER.... 24th, 9.51 A. M.

NOTICES.

J. HOWARD COLLIS,

Dealer and Importer of

**ENGLISH & AMERICAN
 HARDWARE,**

Picture Moulding, Glass
 Looking Glass, Pictures
 Glassware, &c., &c.

TROUTING GEAR,

(In great variety and best quality) WHOLE-
 SALE and RETAIL.

221 WATER STREET,

St. John's,

Newfoundland.

One door East of P. HUTCHINS, Esq.

N.B.--FRAMES, any size

and material, made to order.

St. John's, May 10. tff.

HARBOR GRACE

Book & Stationery Depot,

E. W. LYON, Proprietor,

Importer of British and American

NEWSPAPERS

—AND—

PERIODICALS.

Constantly on hand, a varied selection of
 School and Account Books
 Prayer and Hymn Books for different de-
 nominations

Music, Charts, Log Books, Playing Cards
 French Writing Paper, Violins
 Concertinas, French Musical Boxes
 Albums, Initial Note Paper & Envelopes
 Tissue and Drawing Paper
 A large selection of Dime & Half Dime

MUSIC, &c., &c.

Lately appointed Agent for the OTTAWA
 PRINTING & LITHOGRAPH COMPANY
 Also, Agent for J. LINDBERG, Manufactur-
 ing Jeweler.

A large selection of
 CLOCKS, WATCHES
 MEERCHAUM PIPES,
 PLATED WARE, and
 JEWELRY of every description & style.
 May 14. tff.

BLANK FORMS

Executed with NEATNESS and
 DESPATCH at the Office of this
 Paper.

NOTICES.

PAINLESS! PAINLESS!!

TEETH

Positively Extracted without Pain

BY THE USE OF

NITROUS OXIDE GAS.

A NEW AND PERFECTLY SAFE METHOD.

Dr. LOVEJOY & SON,

OLD PRACTITIONERS OF DENTISTRY,
 would respectfully offer their services
 to the Citizens of St. John's, and the outports.
 They can be found from 9 a.m. to 5 p.m.,
 at the old residence of Dr. George W. Lovejoy,
 No. 9, Cathedral Hill, where they are prepared
 to perform all Dental Operations in the most
 Scientific and Approved Method.

Dr. L. & Son would state that they were
 among the first to introduce the Anaesthetic
 (Nitrous Oxide Gas), and have extracted
 many thousand Teeth by its use

Without Producing pain,

with perfect satisfaction. They are still pre-
 pared to repeat the same process, which is per-
 fectly safe even to Children.

They are also prepared to insert the best
 Artificial Teeth from one to a whole Set
 in the latest and most approved style,
 using none but the best, such as
 received the highest Prem-
 iums at the world's Fair
 in London and Paris.

Teeth filled with great care and in the most
 lasting manner. Special attention given to
 regulating children's Teeth.
 St. John's, July 9.

W. H. THOMPSON,
 AGENT FOR

Parsons' Purgative Pills.

W. H. THOMPSON,
 AGENT FOR

Johnson's Anodyne Liniment.

BANNERMAN & LYON'S

Photographic Rooms,

Corner of Bannerman and Water
 Streets.

THE SUBSCRIBERS, having made suit-
 able arrangements for taking a FIRST-
 CLASS

PICTURE,

Would respectfully invite the attention of
 the Public to a

CALL AT THEIR ROOMS,

Which they have gone to a considerable ex-
 pense in fitting up.

Their Prices are the **LOWEST**
 ever afforded to the Public;

And with the addition of a NEW STOCK of
 INSTRUMENTS, CHEMICALS and other
 Material in connection with the art, they
 hope to give entire satisfaction.

ALEXR. BANNERMAN,
E. WILKS LYON.

May 14.

W. H. THOMPSON,
 AGENT FOR

Fellows' Compound Syrup

OF

HYPOPHOSPHITES.

EXTRACTS.

From the St. John, N. B., Telegraph.

Progress of the Railroad of Prince Edward Island.

As our readers are generally aware the fair
 and fertile colony of Prince Edward Island is
 now being intersected by a Railroad. Sooner
 than could have been expected the Legisla-
 ture provided facilities for building a line
 from Cascompec on the north to Georgetown
 on the east coast, passing through Summerside,
 and connecting with Charlottetown by a branch
 of 6 miles, being 146 miles. The line curves
 along gracefully between the extreme points,
 making, however, a sharp angle at that point
 of the line between Charlottetown and Geor-
 getown, from which a branch line of 36 miles, to
 Souris, is projected, and now under survey.
 It will leave the trunk line at Mount Stewart,
 the head of navigation of the Hillsborough
 River, and extend through Morrell and St.
 Peters to Souris. An extension of the main
 line northward from Alberton to Tignish, a
 distance of 12 miles, is also undertaken. As
 the Islanders have almost no provincial debt
 and are getting three miles of a good road
 built for the cost of one in New Brunswick
 or Nova Scotia, we need not be surprised if
 we hear of even the present long line and
 branches being followed up by the construc-
 tion of branches to Rustico and New London
 on the north, and Crapaud, and Wood Islands
 and Murray Harbor on the south.

The 43 miles of the line which lie between
 Summerside and Charlottetown are graded and
 ready for the rails, the first of which was re-
 cently laid. The rails will be laid before the
 snow falls. The remainder of the main line
 will be graded before the winter sets in. The
 gauge is one of 3 feet 6 inches, with rolling
 stock to match. The line is being built with
 the view of securing a high rate of speed for a
 narrow gauge road, say from 23 to 30 miles an
 hour. The minimum curvature has been
 limited to 600 feet radius, which is very much
 less than the ordinary limit of narrow gauge
 lines on which curves of 300 are not deemed
 inadmissible.

Owing to the light nature of the soil in
 Prince Edward Island, the roads became very
 bad as soon as the fall rains set in, entailing
 great cost and trouble on the farmers in get-
 ting their crops to market. The nature of
 the soil has to be taken into account in con-
 structing the road. West of Summerside the
 country is generally very level, but between
 Summerside and Georgetown it is broken and
 hilly. Between Summerside and Charlottetown
 in particular, it is quite as difficult a country
 in which to locate a line as most parts of New
 Brunswick, except that there is less rock. At
 two points in this section of the road an ele-
 vation of 300 feet above the level of the sea is
 reached. The deepest cutting in the entire
 line will be about 20 feet. Several portions
 of the line run over embankments of from 30
 to 40 feet. The land on either side being
 lower, there will be little danger of the road
 being obstructed by snow for a great part of
 its course.

The fencing will be of galvanized wire, of
 seven lines, each line composed of three strands
 of single wire. On the part of our Intercolonial
 Railroad the board fencing, first tried, has
 been removed to give place to wire fences on
 the exposed portions of the line. This re-
 mark applies to that part of the line between
 Dorchester and Sackville. We presume that
 this wire fence, superior as regards durability
 and because it does not hold the snow drifts,
 has been that which was preferred by the
 Government Engineer, J. Edward Boyd, Esq.

The mason work is built of the native stone,
 a dark brown sandstone, which works easily
 when first quarried, and became hard after
 exposure to the weather. The bridges and
 culverts are all of stone. The rails weigh 40
 pounds to the yard and are joined by fish
 plates 18 inches long, secured by four bolts.
 The iron is rolled under inspection, and accord-
 ing to a specification furnished by the govern-
 ment Engineer. The sleepers are of spruce
 hackmatack, cedar and hemlock. No pains
 are being spared to make the work of the
 most permanent and satisfactory character, so
 as to ensure stability and cheapness of main-
 tenance.

The rolling stock will be comprised as fol-
 lows:

10 engines, which are being made in England,
 10 first-class cars.

6 second-class cars. These have not yet
 been ordered. It is intended that in comfort
 and finish they shall be equal to those on any
 road in the provinces.

100 box and freight cars,
 25 flat cars,
 3 snow ploughs.

The box and flat cars and snow ploughs are
 being made in the workshops of the contrac-
 tors in Charlottetown. The wheels and axles
 and other iron work for the cars are being fur-
 nished by the Londonderry Iron Works.

The great object of the road is to enable farm-
 ers and shippers to carry the produce of the
 island to the principal points of shipment,
 such as Charlottetown and Georgetown, as early
 and as rapidly as possible, as well as to serve
 the ordinary carrying purposes of the country.
 With the exception of Cascompec, there is
 no harbor on the north side at which vessels
 of more than 50 to 60 tons can load. On the
 south, Summerside and Charlottetown are the
 only harbors of any importance. Charlot-
 tetown, on the east coast, is open generally for a
 fortnight later in the Fall than the other har-
 bors. Last season at least half of the produce
 of the island was shut in by the sudden clos-
 ing of the southern harbors, and all of this
 could have been shipped had the railroad been
 finished to Georgetown. The commercial dis-
 appointment was very serious. The railroad
 will soon obviate this difficulty, and otherwise
 put new life into the industries of the island.

The truck line and branch to Charlottetown
 are to have the astonishing large number of
 43 stations, including 33 platform stations.
 They are being constructed on plans similar
 to those of the railways of this province, with
 the additional advantage that at the principal
 stations, Cascompec, Summerside, Charlottetown,
 and Georgetown, the cars will run into sheds
 and land the passengers under cover, as is
 done at the St. John station of the E. & N. A.
 Railroad, but at it only.

The contractors are Messrs. Skrieber and
 Burpee. They took the road at a low figure
 and the advance in iron has since been very
 considerable. They seem determined, how-
 ever, to build a good road, whatever may be
 the profit to the contractors. Messrs. Charles
 Gregory, C. E., and Wm. Rennie, two gentle-
 men of much experience, are carrying on the
 work for the contractors. Mr. S. Edward Boyd
 is the Government Engineer.

Mr. REA COMMITTED TO JAIL. Extraordinary Scene.

Mr. Rea, on being carried out of court, was
 immediately marched to the Police Office.
 When at the charge-desk he called out for the
 person who preferred the charge against him
 and almost in the same breath demanded the
 presence of his "short-hand writer." The po-
 lice paid but little attention to his requirements
 but marched him without further parley
 through to the cells. On being carried up a
 flight of stairs he remarked to the constables
 that they might take it easy and not over-
 exert themselves, to which reply was made
 that it was a difficult matter to take it easy
 for he was no light weight. A large crowd,
 composed principally of those who had wit-
 nessed his ejection from the court, waited at
 the entrance to the Police Office to witness his
 departure for the jail. A cab was secured to
 convey Mr. Rea, who, however, declined to
 go down-stairs, and had to be carried to the
 cells by the police. On his appearance he was
 received with cheering and a few hisses. Mr.
 Rea took off his hat, and in a low voice ac-
 knowledged the acclamations of the crowd. He
 was then got into the cab, smiling most benig-
 nly on all around; and, escorted by a number
 of mounted police, the conveyance drove off,
 Mr. Rea waving his famous Panama hat from
 the window. On his arrival at the jail he af-
 fectionately embraced the governor, and after-
 wards retired into seclusion.—*Belfast News-
 Letter.*

The Coal Supply Question.

In connection with the coal supply ques-
 tion, it is important to note that fresh
 pits are about to be sunk in the French
 departments of the Nord and the Pas de Calais
 discoveries having been made of coal deposits
 which are considered workable. The impor-
 tance of the district from a coal mining point
 of view has been very greatly increasing of
 late years.