

Continued from first page. road of five-and-twenty miles, mining in itself being of a very speculative character, this necessity itself would probably deter them from embarking in the enterprise. He only wanted to see a line commenced, and he would be quite satisfied that the people would force it on and on, until it penetrated every desirable part of the island. The route of this proposed railway would pass over lands of geological formation where undoubtedly mineral wealth exists; through the rich agricultural lands of the Gander and Exploits from which would be drawn the products of the soil for the subsistence of the mining operatives. The effect would be to make the towns of Conception Bay and St. John's but one city, in close intercourse with the north, only separated by distance of a few hours travel. The home capital of this island, was, he believed, with but one exception, invested in the fisheries; foreign capital then was working our mineral deposits, but only so far to a limited extent, excepting the case to which he had referred, and in this, unfortunately the mine has got into the possession of one individual, and operations are suspended; the door has been locked upon it, and upon a million acre lot. The other mines are worked by foreign capital. We have been waiting long enough for home capitalists to invest their means. No, but their whole attention has been absorbed in the production of fish and oil. Now, fish and oil can be easily converted into cash: but cash takes unto itself wings, and we see it no more forever. We only hear of the glorious conditions it is producing elsewhere. Cultivate an acre of land and it remains productive forever. He would then say—"Men of Newfoundland, of all classes! He spoke to those who made the country their home, not to those who are here to-day and gone to-morrow. You boast of being second to none in the world, and rightly so. Apply your labor, put forth your hand and gather, exert yourselves in all your manhood, and with a mighty effort awaken from your sleep, and make your country to be that which nature destined for her. If you will not, then I fear there is no way out of your present unfortunate condition, and you must continue to half live upon the scanty returns of your present labor, until you race becomes degenerated, enervated and incapable of manly and independent exertion and enterprise." When he introduced this subject in the last session of the Legislature, his calculations had been based upon the construction of a narrow gauge road. He then said "he had been informed that the work might be done for eight thousand dollars a mile, while others had said sixteen thousand dollars—but in the absence of data it was impossible to arrive at an approximate estimate. Well then say, Whole distance from St. John's passing head of Trinity Bay, Gauder Bay to Exploits, with branch connections, to towns in Conception Bay, and on the line.....350 miles. At \$12,000 per mile.....\$4,200,000 This would be easily obtainable at four per cent. interest; say, therefore, interest per annum, \$168,000." Since then the question has been raised as to the desirability of having the broad instead of the narrow gauge. From all he had read upon the subject for many years, there seemed to be two schools—the broad gauge and the narrow gauge; the engineers brought up in either school arguing strongly in favor of the advantages on either side. The result of all appear to him to be this:—That the broad gauge was better adapted where the traffic was exceedingly large and heavy (though the narrow gauge men disputed even this,) and that the narrow gauge was ample under all other circumstances, being cheaper in construction, maintenance and operation. He had heard that a report was circulated during the last two or three days, that in New Brunswick where there has been one hundred and ninety six miles of narrow gauge road in operation, that it is being changed because it did not work satisfactorily. He had caused a telegram to be sent to a director of that company. He would read the reply—"Where no other connections, gauge three feet six all you require for fifty years. New Brunswick changing to connect with Canadian Pacific; no difficulty from snow or ice in working." This telegram is from Senator John Boyd, a gentleman well known in this community, and of high standing in St. John N. B. It appeared then that the only cause for changing was to assimilate

it with the gauge of other roads and to facilitate the employment of the cars of the one on the other. Last summer, in pursuance of the Railway Act, a survey had been made as far as Spread Eagle Peak, with branches to Clark's Beach and Briggs as an alternate line, as well as a branch to Harbor Grace—the whole distance being about 97 miles, by an eminent firm of engineers, Messrs. Knipple & Morris, of London and Greenock; the preliminary report of that survey, and an estimate of the cost was upon the table. And here he would observe that he had been always anxious that whatever was done in connection with the line should be done by first-class men. The result of this was that when this report was submitted to one of the gentlemen whose proposals are now before us, he replied:—"The name of the firm gives the report stamp, and I am perfectly satisfied to make it the basis of my estimates." The sum total for the estimate of this 97 miles is two hundred and forty-seven thousand five hundred pounds sterling, or say, twelve thousand two hundred and forty dollars per mile. It is now approximately ascertained that the whole length of line from St. John's to Notre Dame Bay, including branches to Briggs or Clark's Beach is 340 miles. Mr. Blackman, in accepting Knipple & Morris' report at roundly \$12,000 per mile, takes that as a basis, amounting to \$1,164,000; but inasmuch as he had no data upon which to base his offer for the other 243 miles except the survey of 1875 made for a broad gauge road, and only extending through the 1sthusus to Black River, and excepting information derived from Mr. Murray's reports from Mr. Howley and from the Hon Surveyor General's department; and as he says, believing that from the trend of the valleys in the country being north-east and south-west, and the large amount of bridging across the Gander, Exploits and other rivers, his propositions is based upon an estimate of \$16,500 per mile for this 243 miles—amounting to \$4,009,500, which added to the former amount, makes a total of \$5,176,500. Upon this calculation 4 per cent interest, and he proposes to construct a line upon that basis, being a subsidy of \$206,940, payable annually during a period of 35 years, conditioned upon the construction, maintenance and continuous operation of the road. But he further proposes that increase the latter section of 243 miles shall cost less than \$16,500 per mile, a rebate at the rate of 4 per cent, shall be made from the subsidy upon the difference between the actual cost and \$16,500—facilities to be afforded the Government for ascertaining the amount of actual expenditure. In addition the Government is asked to grant a concession of 2,240,000 acres of land in alternate ten mile blocks along the line—or a mile on the line or ten miles in depth. Where the land is already occupied, or from other cause is unobtainable, the deficiency to be made up in mile blocks in other parts of the country. All materials employed in construction and maintenance of the road to be admitted duty free and the company's property to be exempted from exceptional taxation. These are the outlines of one of the propositions before the House, and he had specially drawn attention to these details as there appeared to be some misapprehension in reference to them. The question might naturally arise as to where this company are going to get a return for their vast outlay, or what inducement is there for them to engage in this work? The inducement is this, that they expect to make money. "We are satisfied," they say, "that your mineral and agricultural resources are valuable," and they honestly and without pretence claim to be prompted by no missionary or philanthropic motives. Their object is to make money; but in making money for themselves they also make money for us. They cannot make their own lands or property valuable without making ours correspondingly valuable. "You can have all the advantages which we will derive, and you can make money for yourselves," (said one of these gentlemen the other day) "by undertaking the work yourselves. We are satisfied of the success of the venture, or we would never undertake it. It is not by the subsidy that you pay us, (for that amounts to but four per cent. upon our outlay) that we expect to make money; but by the settlement of the agricultural and the opening up of the mineral lands along the line and the yearly increasing traffic that these works will ensure." The position has been assumed by some persons that the traffic would be insufficient, and that the line would after a few years cease to operate. No more absurd position could be assumed than this position that would presume the abandonment by the company of the whole amount of the outlay of construction, together with the annual subsidy of two hundred and six thousand nine hundred and forty dollars per annum. It is much interest to them to develop all their mineral land and settle every mile of their agricultural land for therein lay their profit. Every alternate block of land along the line belongs to the country, and every agriculturist who settled and every miner who worked

either upon the land of the colony or the land of the company, would be increasing the traffic upon the line, making the land additionally valuable, and increasing the revenue of the colony. Even at the risk of wearying you, Mr. Chairman, and the House, [said the hon A. G.,] [Cries of no, no, and go on,] I shall proceed to show how the colony can meet the expenditure contemplated. "How is it possible," some persons inquire, "for us to pay £53 000 annually? Ruin must certainly result and you will drive the country into insolvency." Increased taxation is the cry that is raised, and all the old ladies in Fox trap are called out to fight the engineers and strike the Executive with terror. To him the answer was not difficult.—When a company came to this country, and in the construction and opening up of a line of railway extending over some three hundred and forty miles spent in round numbers from five to six millions what must be the inevitable result? In five or six years an additional revenue of fifty per cent, and in ten years the revenue doubled. He was amused at an observation made To be Continued.

ADVERTISEMENTS.

This Great Household Medicine ranks amongst the leading necessities of Life.

These famous Pills purify the blood and act most powerfully, yet soothingly on the LIVER, STOMACH, KIDNEYS and BOWLS, giving tone energy and vigour to these great Main SPRINGS OF LIFE. They are confidently recommended as a never failing remedy in all cases where the constitution from whatever cause has become impaired or weakened. They are wonderfully efficacious in all ailments incidental to Females of all ages and

HOLLOWAY'S OINTMENT

Its Searching and Healing Properties are known throughout the world.

For the cure of BAD LEGS, Bad Breasts Old Wounds, Sores & Ulcers, and every kind of SKIN DISEASE, has never been known to fail.

533, OXFORD STREET, LONDON, And are sold by all Vendors of Medicine throughout the Civilized World; with directions for use in almost every language.

The Trade Marks of these Medicines are registered in Ottawa. Hence, any one throughout the British Possessions, who may keep the American Counterfeit for sale, will be prosecuted.

Purchasers should look to the Label on the Pots and Boxes. In the address is not 533, Oxford Street London, they are spurious.

LOST, In the vicinity of BRIGUS, A SAVING'S BANK BOOK. The finder will be rewarded by leaving the same at Saving bank. Standard.

PROFESSIONAL. DR. RICHMOND SPENCER may be consulted Mondays & Fridays at the residence of Mr. Ambrose Forward until further notice.

ADVERTISEMENTS.

CHEAP DRY GOODS

129--WATER STR T--129.

SIGN OF THE RED LAMP.

RICHARD HARVEY,

Having completed his Fall importations is now offering them at a very low price.

- Winceys from.....2 1/2 per yard
Sheetings.....9 1/2 " "
Flannel, all wool.....1s " "
Moleskin.....1s " "
Blanketing.....1s 2d "
Dress Goods.....6d "
Ladies Felt Hats each.....1s
" Usters.....7s. 6d.
" Skirts.....2s. 6d.
" Ties.....4d.
" Winter Jackets.....5s.
Childrens'.....3s.

A LARGE ASSORTMENT OF

- Womens E.S. Kid Boots from.....4s. 6d.
" Pebble Lace.....6s.
" Button.....8s.
Mens' Long Boots from.....10s.
" Grain Deck Boots.....12s. 6d.
" Lace.....12s. 6d.
Also 500 Pairs Mens' Marching Boots, at 7s. 11d., only to be bought here.

A choice lot New Teas,

in Boxes or Chests from 1s 4d to 2s 9d FLOUR, BREAD, BUTTER, MOLASSES

And a general assortment of GROCERIES at very low PRICES, at No 91--WATER STREET.—No 12. Nearly Opposite the Custom House.

WANTED

ON the Security of Valuable FREEHOLD PROPERTY—consisting of—

HOUSES, GARDENS, MEADOWS & C.

At Heart's Content, now occupied by employees of the Anglo-American Telegraph Company, as tenants.

A LOAN OF £220

On interest at current rates. For further particulars apply to J. H. BOONE, Solicitor for Proprietor.

NEW GARDEN SEEDS

JUST RECEIVED AT THOMPSONS

MEDICAL HALL, HARBOR GRACE

NOW LANDING

Ex Lady Bird and Harriet from New York.

- 100 Barrels Choice F M PORK,
50 Barrels LOINS
50 Barrels Packet BEEF
44 Half-brls ditto ditto
25 Barrels BEEF CUTTINGS
10 Tierces HAMS

FOR 1880 FISHERIES.

We are prepared to supply to any extent, made from best New Orleans Cotton and hard laid TWINE—the very best—all our STANDARD NETS for Herring, Cod, Caplin and Lance SEINES, put together—Roped, Corked and Landed in the most approved manner.

AMERICAN NET & TWINE Co

JUST RECEIVED.

Ex. C. Oulton from Lv A full supply of DRUGS, MEDICINES GROCERIES, & C. W. H. THOMPSON, Harbor Grace

COMMERCIAL BANK OF NEWFOUNDLAND

A DIVIDEND on the capital stock of this Company, at the rate Ten per cent. per annum, for the half yearly ending 31st December, 1880, will be payable at the Banking House, in Duckworth Street, on and after Monday the 10th inst, during the usual hours of business.

By order of the Board, R. BROWN, Manager

ADVERTISEMENTS.



HOLLOWAY'S PILLS

CAUTION.

The PILLS Purify the Blood, correct all disorders of the Liver, Stomach Kidneys and Bowls, and are invaluable in all complaints incidental to Females. The OINTMENT is the only reliable remedy for Bad Legs, Old Wounds, Sores, and Ulcers, of however long standing. For Bronchitis, Diphtheria Coughs, Colds, Gout, Rheumatism, and all Skin Diseases it is no equal.

BEWARE OF AMERICAN COUNTERFEITS.

I most respectfully take leave to call the attention of the Public generally to the fact, that certain Houses in New York are sending to many parts of the globe SPURIOUS IMITATIONS of my Pills and Ointment. These frauds bears on their labels some address in New York.

I do not allow my medicines to be sold in any part of the United States, I have no Agents there. My Medicines are only made by me, at 533 Oxford Street London.

In the books of directions affixed to the spurious make is a caution, warning the Public against being deceived by counterfeits. Do not be misled by this audacious trick, as they are the counterfeits they pretend to denounce.

These counterfeits are purchased by unprincipled Vendors at one-half the price of my Pills and Ointment, and are sold to you as my genuine medicines.

I most earnestly appeal to that sense of justice which I feel sure I may venture upon asking from all honorable persons, to assist me, and the Public, as far as may lie in their power, in denouncing this shameful Fraud.

Each Pot and Box of the Genuine Medicines, bears the British Government Stamp, with the words "HOLLOWAY'S PILLS AND OINTMENT, LONDON, engraved thereon. On the label is the address, 533, OXFORD STREET, LONDON, where alone they are manufactured Holloway's Pills and Ointment bearing any other address are counterfeits.

The Trade Mark of these Medicines are registered in Ottawa. Hence, any one throughout the British Possessions, who may keep the American Counterfeits for sale, will be prosecuted.

Signed THOS HOLLOWAY, 533 Oxford Street, London.

Government Notice.

ALL PERSONS having Claims against Board of Works are requested to find in their Accounts (duly certified) not later than MONDAY 20th inst. By order JOHN STUART, Secretary.

HARBOR GRACE STOVE DEPOT

Glass and Tinware Establishments. (To the east of Messrs. John Munn & Co Mercantile Premises)

C. L. 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 Shoes, 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 keg.