

The Evening Telegram.

ST. JOHN'S, MARCH 10, 1888

THE QUESTION OF CONFEDERATION.

YESTERDAY we placed before our readers the despatch of Lord Lansdowne, Governor-General of Canada, to Henry Arthur Blake, Esq., Governor of Newfoundland, inviting a delegation to come to Ottawa to discuss terms of Union between this colony and the Dominion. One of our contemporaries who at the same time published the despatch, also published some comments of his own upon this proposal, and concluded with the following words:—"The people must and will have a word to say about this attempt to steal a march upon them, although from Lord Lansdowne's despatch it is evidently the intention to commit this high-handed act without consulting the people, as was done in the case of Nova Scotia."

The remarks here quoted are attributed—rightly or otherwise—to the "Randy Churchill" of the Liberal Party, who, it is said, has made up his mind to oppose the measure, not on account of any conscientious scruples he may have ("who ever heard of a Churchill being afflicted with qualms of conscience?"), but really because nobody seems disposed to pay him the price he demands for his services. Of course this is "only rumor," and therefore we do not wish for its accuracy. Still it must not be forgotten that even rumor sometimes points to the mark with unerring precision.

Now, without at this moment expressing any opinion upon the question of Confederation, except to say that it appears to be "a question of terms," and without even venturing an opinion upon the proposal to send a delegation, which must be decided by the Government, we desire to point out that our contemporary's statement that it is the intention to adopt Confederation without consulting the people is not borne out by the despatch referred to. The Washington Fishery Commissioners were empowered to "negotiate" or "arrange" the terms of a treaty, but not to bind the countries which appointed them; and a delegation to Ottawa would have no more power. We do not believe that any party or any single politician in this colony or Canada has, or has ever had, any intention of carrying Confederation, except by the free voice of the people. It is a poor cause that needs to be supported by misrepresentation, and if Confederation is to be discussed, we hope it will be in such a manner as to give the people information upon which they can rely.

No intelligent Newfoundlanders have any desire to experience a repetition of the ridiculous scenes enacted here in 1869. The extravagant speeches and misrepresentations made during the agitation at that time rendered the colony a laughing stock in the eyes of the outside world; and we hope we have acquired sufficient self-respect since then to abstain from the use of such bugbears as "taxing our window class" and "using our children as wads for Canadian guns," to frighten us into opposition to Confederation.

Let us, as we advised yesterday, calmly approach the subject and discuss it in a candid and intelligent manner. This is the right course to pursue in regard to every important matter, and in no other country would an educated press suggest a different line of conduct. Certainly we do well to watch with suspicion the tortuous actions of such men as Messrs. Winter and McNeilly. Having rendered themselves obnoxious to every district in the Island, we know they are now prepared to do anything to retain place and pay; and the mere circumstance of any respectable public man being associated with them is calculated to damage him and the cause with which he is connected. But still we must not forget that there are men in public life here who despise such unprincipled time-servers as Messrs. Winter and McNeilly; and, this being the case, we should take care not to denounce all men and measures because of the unreliable character of a few.

In junctures like the present, everything possible should be done to stimulate public sentiment. As Mackintosh forcibly observes, "It is public sentiment which binds together the dispersed course of individuals and fastens it to the Commonwealth." This doctrine is not a new one—it is a genuine old English doctrine, bequeathed to us by the Pym, Russells and Hampdens of by-gone days. And though in our time the principles it inculcates have been disgraced and abused by demagogues and fanatics, they are in themselves as just and sound as they are liberal; and they are the only principles on which a free country can be safely governed.

We ask the public, and especially our friends in the Northern and Western districts, to suspend their judgment with respect to the question under consideration, until the terms the Dominion Government are prepared to offer shall have been laid before us. Then, and not till then, will we be in a position to render a reasonable verdict.

OUR COASTAL STEAM SERVICE.

A Little More Information Wanted.

AS REGARDS the alleged saving on the new coastal steam contract, we should like a little more information touching the terms of that contract, before we agree to accept the arrangement. With our dearly-bought experience of a Government conducted on "strict commercial principles"—a Government pledged to "No Amalgamation," "Reform," "Retrenchment," &c., we may be pardoned for expressing a wish to know the conditions of the sale of what virtually amounts to a monopoly of all the coastal passenger and freight traffic of this colony.

We should like to know, we say, whether any scale of freight or passage money has been stipulated for, or whether we have been handed over for a term of years to the tender mercies of a company who will be in a position to charge what they please and to compel the public to submit to any extortion. The rates of the late coastal boats were unequal, and in some cases oppressive. Instances of such proceedings will come to the mind of every reader who has ever travelled much North or West in these boats; and here we desire to say, that we could offer no better wish for the new boats than that they may do their work as well as the *Plaver* and *Curlieu* did theirs. Well officered and manned, they, by the regularity and safety of their frequent trips on highly dangerous routes, have earned for the Messrs. Bowring a well-deserved reputation for first-class business ability in managing the coastal boats, and affording the general public facilities, when possible—"for a consideration!"

We must say again that we do not like the idea of the coastal boat wharf being placed in Holytown, at the very extremity of the city. The Post Office at one end and the Coastal Wharf at the other,—we do not like the appearance of these preliminary steps toward carrying out the new contract. It does not look as if the interests of the public were to be at all considered. On the other hand, it seems that a small saving is to be effected at the cost of efficiency and perhaps safety in this important branch of the public service.

Therefore, we repeat, we want to know more about the contract before we acknowledge any saving, or any improvement either. If we have been placed at the mercy of a monopoly for eleven years, without any protection from exorbitant rates—why, we shall feel far from thankful to the Government who forged the chain.

OUR MINING AFFAIRS.

The Outlook in Notre Dame Bay.

ACCOUNTS from the mining centres of Notre Dame Bay concur in stating that operations are booming there and that miners who take contracts make bountiful wages. The good times associated with the operating of the Betts Cove Mine have come round again, and every one is elated. "Twere time that the miners had their turn. They've been a long time waiting for it. Since the fall of 1878, when rates took a downward turn, the circumstances of the miners have been indifferent; their lot has been a hard one. At most, they have only been earning sufficient to make both ends meet; and those of them who were unmarried, who could scrape together means sufficient to take them to the Pacific Coast, did so. But the younger generation—the sons of professional miners—who, with their families, settled in Little Bay and Tilt Cove, supplied their places, so that the class of workers who now operate these mines are not the flotsam of other places, but men indigenous to those settlements, whose future is largely identified with their prosperity. The French Syndicate who have succeeded in buying up nearly all the copper mines of the world, and have advanced the price of the metal from £40 to £80 a ton, have, seemingly, overlooked the copper-producing region of Notre Dame Bay; but we are none the less gainers in participating in the high prices and the advantages to laborers and capitalists which such an advance means.

BOARD OF HEALTH.

Appointment of Judge Conroy as Chairman.

THE Board of Health, which for many years existed only in name, with Judge Prowse as Chairman on a paltry stipend of two hundred dollars per annum, met yesterday for the first time for many years, it is said, and, on motion of Drs. Bunting and Shea, elected Judge Conroy chairman. Whether Judge Prowse's conduct and demeanor towards the medical gentlemen of the Board whilst he held office had anything or all to do with his dethronement we know not. We only know "les absens ont toujours tort."

We understand the members of the Junior Benevolent Irish Society are making preparations to hold a ball on or about Easter week.

DEPARTURE OF THE SEALING FLEET.

THE hardy mariners who man our sealing fleet are gone on their arduous and hazardous voyage. The streets which, for the past week, were alive with activity and preparation, are now comparatively vacant. With exemplary good conduct, without a jarring word of discord, though over fifteen hundred men were here, of all classes and from every point of the compass, they pursued the anxious and expectant object which brought them together—the getting berths—and throughout this time there was not a single case of disorder nor one extreme instance of intoxication noticeable. The fact is the highest testimonial to the law-abiding character and sentiments of mutual respect of the people—distinguishing traits of our fishermen when left to their own native sense of propriety and right. Shortly after daylight the first taut of a departing steamer awakened the stillness and soon the others answered, and presently all were underweigh. Between six and eighth o'clock they forged through the harbor ice and out the Narrows, and by the latter hour the last of them disappeared around the northern head. May all return in safety and all deeply laden with the spoils of the ice-fields!

OUR WEST COAST SQUADRON.

ADVICES from Bay of Bulls state that all the ships of the West Coast squadron, under the command of Admiral Woodley Prowse, are completely blockaded by ice in the said harbor, and not likely to get clear for a day or two at least. The Admiral, however, is in excellent spirits, and bubbling over with hope as to the result of his expedition. He sent on here for the local papers this morning, and in his message to the "Conscript Fathers" bade them be of good courage, as he has made up his mind to rid the waters of the enemy's fleet, or die in the attempt.

LEGISLATIVE COUNCIL.

TUESDAY, March 6th.
The House adjourned for want of a quorum.

WEDNESDAY, March 7th.
The House met at half-past four o'clock.

Hon. the PRESIDENT said a petition on the subject of prohibition from inhabitants of Grates Cove, had come into his hands, but it is prepared in such a form, the signatures being all in the same handwriting, that it is impossible for the house to receive it. The parliamentary rule is clearly against the reception of petitions so signed. It is distinctly laid down therein that the names attached to a petition must be either the *bona fide* signatures of the parties represented, or if signed by marks, such marks must be certified by a witness. These conditions are absent in this case, therefore the house is obliged to reject the petition. The same remarks apply to a petition on the same subject from Trepassy that was forwarded here for presentation a few days ago. It is objectionable upon similar grounds, all the signatures being in the same hand-writing. He regretted that the House is constrained by parliamentary law to reject these petitions, and it was unfortunate for petitioners that it is so; but under the circumstances there is no alternative course, the rule being distinct, clear and absolute.

Hon. C. E. AYLE thought, such being the case, it would be only an act of courtesy to those forwarding the petitions to return them, with a statement of the reason why they are inadmissible. It would also serve as a guide to them in future proceedings.

Hon. M. MONROE—As the same objection would apply to a petition presented by him on the same subject from inhabitants of Shoal Harbor, Random, he should ask leave to withdraw it, so as to return it to the party who forwarded it.

Hon. M. MONROE gave notice to bring in a bill to amend the law of insolvency.

The House then adjourned until Friday next.

AN UNMITIGATED FRAUD.

Depriving Poor Men of the Fruit of Their Labor.

SIR,—A number of poor laborers, principally from Bay de Verde district, were in town yesterday, and, in company with a prominent lawyer, paid a visit to Mr. Burchell's office. Their object was to demand payment for a number of sleepers which they had cut for the Placentia Railway, but which had been condemned. Subsequently the said sleepers were put in the track without being paid for. When the men ascertained their sleepers were used in the track, after being condemned by Mr. Randall and his inspectors, they very justly insisted on being paid. It is to be hoped this unmitigated fraud will be exposed and justice done. When Mr. B. sees their cause espoused by an eminent lawyer he may perhaps change his tune. It is also hoped that other poor men who have been similarly defrauded, (a fact mentioned in your columns some time ago) will also come forward and urge their just claims now, as it seems very likely these men who came yesterday are going to be paid. By giving publicity to this, you will be doing these unfortunate and oppressed creatures a service.

Yours respectfully,
SCRUTATOR.
St. John's, March 10, 1888.

HOUSE OF ASSEMBLY NOTES.

No Debate on Supply While in Committee.

SECOND READING OF BANK FISHERY BILL.

THE House met at four p.m. yesterday and, in accordance with the Receiver General's motion, it went into committee of the whole on supply. There are but few items of increase in salaries: an increase of \$200 in the Registrar's salary (of Supreme Court), and \$80 increase in salary of a clerk in the Surveyor General's office. Some informal chat over the table took place in the item of \$300 as Clerk to the Premier. It was pointed out that there was no such official last year, and that it was necessary to have one, in order that the poorest man might be able to approach the Premier with any grievance he might have. Some discussion took place over the advisability of increasing the salaries of Mr. Morrissey, of the Board of Works, and Mr. Burke, Tipstaff of the Court. It was shown that, while underpaid officials receive no increase, overpaid officials are constantly having some handsome additions put to their salaries.

Mr. Parsons addressed the House on the item of \$600 travelling expenses for Judges of the Central District Court, and made a very amusing speech on Judge Prowse.

Mr. Morine followed and condemned the Government for sending to the West Coast such a man as Judge Prowse, the violence of whose temper and whose total lack of discretion would increase the people of Fortune Bay into violations of the Bait Bill.

Several other items were passed, and then, on motion, the committee was raised, to sit again on Tuesday next.

The second reading of the Bank Fishery Bill was ruled out of order by the Speaker, on the ground that it contained matter relating to the taxation of the subject, and which should emanate from a committee of the whole House. The introducer, Mr. Morris, will attend to this early next week. After the order of the day was gone through, the House adjourned till Monday next, when the committee on ways and means will sit. Here is the bill referred to above as having been introduced by Mr. Morris:—

An act to provide compensation for the relatives of fishermen lost when engaged in the Bank Fishery; and also for the preservation of the lives of Bank Fishermen.

Whereas it is expedient to make some provision for the relatives of persons lost at the Bank fishery and for the preservation of the lives of Bank fishermen;

Be it therefore enacted by the Governor, the Legislative Council and House of Assembly in Legislative Session convened, as follows:—

1.—The master of every schooner or vessel prosecuting the Bank fishery out of any port in this Colony, when clearing from the Custom House upon the first trip each season, shall deposit with the Receiver General, Collector or Sub-Collector of Customs at the port of clearance the sum of one dollar for each member of his crew, such sum shall be a first charge upon the wages or share of each member of the crew.

2.—The owner of each banking schooner or vessel prosecuting the said fishery shall at the time and in the manner referred to in the foregoing section deposit with the Receiver General, Collector or Sub-Collector of Customs at the port of clearance the sum of fifty cents for each member of the crew of his schooners or vessels prosecuting the said fishery.

3.—The amount deposited with Outport Collectors of Customs under the provisions of the foregoing sections shall be forthwith transmitted to the Receiver General to be deposited by him in the Savings Bank and known as the "Bank Fishermen's Insurance Fund" to be appropriated by him in the manner hereinafter provided.

4.—If any member of the crew of a banking vessel whose master and owner have complied with the provisions of this Act shall lose his life while engaged at the Bank fishery his legal representative upon giving satisfactory proof of the death of the said member of the crew to the Receiver General shall receive a proportionate amount of the whole fund: Provided, that the representative of no single person so lost shall receive more than \$150 in any case.

5.—The interest of the legal representatives of any member of the crew mentioned in the preceding section in the "Bank Fishermen's Insurance Fund" shall not be subject to attachment from any court.

6.—If the fund deposited in the Savings Bank as aforesaid shall at any time reach the sum of \$ then and in such case the payment by the master as provided in the first section for each member of the crew shall be fifty cents instead of one dollar and the payment by the owner as provided in the 2nd section shall be 25 cents instead of 50 cents.

7.—Every owner of a banking schooner or vessel shall provide a compartment in each dory belonging to his schooner or vessel capable of holding a compass and a supply of provisions and water sufficient for two men for at least days under a penalty of dollars for each violation of the provisions of this section to be recovered in a summary manner before a Stipendiary Magistrate by any person who may sue for the same.

8.—Every master of a banking schooner or

vessel shall see that each dory when on the Banks before leaving his said schooner or vessel for any purpose whatever has in the compartment mentioned in the foregoing section a compass and a sufficient supply of food and water for two men for at least days under a penalty of dollars for each violation of the provisions of this section to be recovered in a summary manner before a Stipendiary Magistrate by any person who may sue for the same.

9.—This Act may be cited as "The Bank Fishermen's Insurance Safety Act."

DR. HOWLEY AND THE NATIVE PRIESTS.

Postscript to Letter Number III.

Editor Evening Telegram.

SIR,—Dr. Howley, who is "only 'once removed' from Tipperary," where his patriotic uncle, Rt. Rev. Monsignor Howley, was parish priest, cherishes as enlightened, as enthusiastic a love for old Ireland as any man living. His erudite lectures in Saint John's on matters Hibernian, his outspoken sympathies in Ireland's sufferings, and generous concurrence with the Irish society, of which he is an active member, in sending aid to the Irish cause, his vigorous exertions to uphold that cause on all occasions, especially when the 'Resolutions' were proposed in our House of Assembly, and when he was not outdone even by that ardent and honorable champion of his country, the patriot-priest of Placentia, all prove that Dr. Howley, though a Newfoundland glories in his connection with the 'banner country.' He is not of "that race of whom the poet has sung, who 'build unto their souls a lordly pleasure-house wherein at ease for aye to dwell.'" When, then, he speaks in his history of the "strong impression which existed in the minds of the immigrant grants from the old world that there never could be what they called a *native* priest," it was as a necessary introduction to the narration of Dr. Mullock's great work; it was only an explanation of the cause why the "colossal-minded" bishop undertook the erection of the diocesan seminary of St. Bonaventure's. Of this seminary I intended to treat to-day, but as Sancho Panza, being only a squire, may not be equipped for the encounter, I will afford him a respite until to-morrow. Let him ask his master for his lance and buckler, his helmet and his armour, so that he may be able to perform the "watch of the armour" in the backyard of the college to-night and be effectually dubbed knight in the morning. My next letter, having a classical subject, requires to be classically treated. Please, Mr. Editor, to forward, by return post, the latest edition of Pope's "Dunciad."

Yours, &c., KENELM. BRIGUS, March 8, 1888.

LOCAL VARIETIES.

The coastal boat *Curlieu* is at Trepassy, ice-bound.

A choir practice will be held in George Street Church at half-past seven o'clock this evening.

Those having copies of "Rosewig's Mass" will please bring them to the Cathedral to-morrow morning.

The "Belle of the Exe," from Cardiff, was off this port this morning, and the steamer "Portia" has put into Trepassy.

The steamer *Newfoundland* arrived at Halifax yesterday at noon. She was fifteen hours behind time and must have encountered considerable Gulf ice.

The sealing steamers passed by Torbay between 8 and 9 o'clock this morning. The sea was clear of ice, save for a few patches here and there. The drift off this harbor is not of a heavy character.

TO CORRESPONDENTS.—"French Shore" and "Placentia Branch"—Your letters will appear on Monday. "Not a Disappointed Delegate"—Be good enough to let us have your real name.

CAPTAIN JOSE PEREZ, who was a passenger in the S.S. *Newfoundland* on her last trip to Halifax, goes to Barcelona, Spain, where he will look after the interests of this colony at the forthcoming exhibition there. As Captain Perez has been for the best part of his life a resident here and has been identified with the commerce of the country, especially in making shipments of our leading staple to his native country, he may be said to be signally well qualified to represent the island, and to be concerned in having our fish outrank the same products of rival countries.

RELIGIOUS SERVICES.

SUNDAY, March 11.
GOWER-STREET METHODIST CHURCH.—At 11 A.M. Rev. G. Boyd; at 6.30 P.M., Rev. J. Parkins.
COCHRANE-STREET METHODIST CHURCH.—At 11 A.M. Rev. J. Parkins; at 6.30 P.M., Rev. G. Boyd.
GEORGE-STREET METHODIST CHURCH.—At 11 A.M. Rev. G. J. Bond, B.A.; at 6.30 P.M., Rev. J. E. Manning.
ALEXANDER-STREET METHODIST CHURCH.—At 11 A.M. Rev. J. E. Manning; at 6.30 P.M., Rev. Geo. J. Bond, B.A.
ST. ANDREW'S PRESBYTERIAN CHURCH.—At 11 A.M. and at 6.30 P.M., Rev. W. Graham.
QUEEN'S ROAD CONGREGATIONAL CHURCH.—At 11 A.M. and 6.30 P.M., Rev. T. Hodgkinson.
REFORMED CHURCH OF ENGLAND—TRINITY CHURCH.—At 11 A.M. and at 6.30 P.M., Rev. A. N. Snodgrass.
GOSPEL TEMPERANCE SERVICE in Buchanan Street Schoolroom every Sunday at 3 P.M. All are cordially invited.
Service in Temperance Hall on Sunday evening at 8.15 o'clock, under the auspices of "Young Men's Christian Association." All are invited.

BIRTH.—On the 9th inst., the wife of J. R. Robertson, of a son.

DIED.—This morning, after a long illness, borne with resignation to the Divine will, Agnes C., second daughter of Mr. Michael Linegar, in the 20th year of her age. Funeral on Tuesday, at 2.30, from her late residence, 228 Gower Street.