

THE STAR.

THURSDAY, MARCH 4TH, 1875.

The sealing fleet are now ready, but are prevented from sailing, in consequence of our harbor being blocked with ice.

Parties [not subscribers] who may receive a copy of the Star and are desirous of supporting it, will please notify us as soon as possible. It will be the aim of the proprietor to make the paper as interesting as possible by publishing all local matters that may be of benefit to the public.

In this issue we lay before our readers an able letter from the pen of Mr. Bennett, concerning the projected Railroad across Newfoundland.

Is it true, or is it not true, that the great charter of our liberties, granted to the people of this colony at their own request in 1832 by his late Majesty King William IV, has been, continues to be, and in prospect is believed to be a great blessing that it is appreciated as such and that they are resolved to defend and maintain it—that is, in other words, to retain their present power of self-government, the birthright of their children, the power to make their own laws to control the taxation, to retain for the use of this colony the whole of the revenue arising from the taxes, and appropriating the same or as much thereof as possible in the making of roads and opening up the rich resources of this country in its lands, timber, and minerals to the industry of our labouring population?

Is it true, or is it not true, that the people of Newfoundland are incapable of governing themselves? that they are deficient in intellect and education, and inferior, as a people to those residing in Canada?

Is it true, that the natives of the soil and other residents of Newfoundland are willing to submit to this degrading position and permit the magnates of Canada, living a thousand miles from them who have no practical knowledge of our resources or of our requirements, to make our laws, to double our taxes and to accede thereto to be spent on the railroads and for other public purposes in that country? Are they, in fact, willing that their valued charter, the inheritance of themselves and the birthright of their children, entrusted to their protection, should be sacrificed on the scaffold of Canadian policy? That henceforth all our public offices should be at the disposal of the men constituting the Government of Canada, and their political supporters sent here as satraps to do their bidding to the prejudice of the natives of this country and its other residents? What hope of filling any of the prominent offices, or indeed any office of value, could the latter entertain? What single benefit is to accrue to this country from such a change, involving as it would the most disastrous and irretrievable ruin that any country was ever afflicted with.

On the subject of the serious grievances of which Her Majesty's subjects on the so-called French Shore have long had cause to complain, and to endure from the audacious and aggressive conduct of the French, the deplorable consequences likely to arise, if not speedily put an end to, urge the necessity of a prompt settlement in order to define what are British rights and what the extent of French privileges; so that British subjects may enjoy their lawful exclusive rights to the land, and their undoubted fishing rights, subject to French privileges; and the French their temporary privileges in like manner.

The monopoly of the Anglo American Telegraph Company is a subject that has for nearly two years been agitating public opinion, not only in this country but all over the world. Is it then in the power of the Government of this country to put an end to that monopoly by the exercise of its powers of pre-emption, and without causing any financial embarrassment whatever to the Colony, and by so doing will it be enabled to secure a legitimate revenue from the Ocean Cables that may be landed on our shores and by the lines passing through the country? And what is the most fitting time the exercise that right of pre-emption? This is a subject worthy of discussion, if there be differences of opinion.

TO THE EDITOR MORNING CHRONICLE.

Sir,—

It is a happy circumstance in favor of civilization and progress among the human family that there are in every country, be it small or great, some persons who take the trouble to think, and who possess the patriotism and courage to speak in behalf of the community when endangered by proposed impulsive or less creditable legislation. Such men act as sentinels, and stand prominently forth to warn their thoughtless and indolent neighbors of the dangers that threaten their liberties.

Truth is an indestructible and eternal attribute, co-existent and inseparable from that omnipotent Creator who bestowed that and every other blessing on man. Happy is he who values and cherishes it. This precious gem is intended to regulate the conduct of man and to guide him through the crooked paths of life. It too frequently happens that it is so surrounded and enveloped by falsehood as to be perfectly obscured; but such a state of things can, happily be of short duration only, for its brightness will, sooner or later, dispel its surroundings, as does the sun melt the snow and dissipate the fog. The means of attaining truth when so temporarily obscured, is by the exercise of that reasoning faculty given to man to decide, under embarrassing and questionable circumstances, what to do and how to act. Every man of sound mind passes this property in a greater or less degree, and as an old proverb says, 'In the multitude of counsellors there is wisdom'; but that wisdom or truth, is attained only by an honest search, and the intelligence which each person can bring to bear upon the subject. Such discussions do not necessarily call for violence of temper, and much less coarse and personal invective. All wise and good men will avoid these.

There are now many subjects of great public interest, and some of vital importance, as affecting the present state and future prosperity of this Colony, worthy of discussion. Whoever takes part in this discussion with the view to elicit the truth and to avert calamity, is in my opinion, deserving the commendation and gratitude of all his fellow citizens.

Is it then true, or is it not true, that the distance from St. John's, by water to St. George's Bay is 220 nautical miles, equivalent to 256 statute miles. Assuming then that the steamer to be employed could accomplish a speed of 12 nautical miles, equivalent to 14 statute miles an hour, that distance could be completed in 18 hours. The distance from St. George's Bay to St. John's by the most direct line is about 305 statute miles. Add ten per cent for the wind-increase or sinuosities of the road, (a very small allowance for such a country as Newfoundland presents) that would give 336 miles for the length of the Railway. Then assuming that speed, inclusive of all stoppages, of 25 miles an hour (which is a large average speed) could be obtained, that would give to reach St. John's 13 1/2 hours. Then allow for the landing of mail cargo and passengers at St. George's Bay, and the unloading and shipping the same at St. John's five hours at each place—that would give 10 hours making in all 41 1/2 hours.

If we assume that the tunnel under the Gut of Canso will be completed or that some other speedy means will be satisfactorily accomplished for the transmission of the mails, merchandise and passengers to and from Louisburg, and that port be selected as the nearest and most convenient to Newfoundland and Europe for such a service, then the distance by water would be a little less than 120 nautical miles and a steamer thence could perform the service to Port aux Basques at the same rate of speed in 10 hours. From Port aux Basques to St. John's is 346 statute miles and adding a tenth for windings will make the length of air-road 380 miles, which at 25 miles an hour will require for its accomplishment 15 hours. To discharge from steamer and load the trains, to discharge them and ship on board of steamer, say five hours at each, would take 10 hours; total 35 hours.

It is as it is now proposed by the Hon. Ambrose Shea, the merchandise must be abandoned because it is impracticable as a paying concern, then the detention at each port should be reduced to two hours, and that would give the time— Between Shippigan and St. John's 35 hours and Between Louisburg and St. John's 29 hours.

If the circuit of the valleys of the Exploits and Gander River and lake were to be adopted it would increase the time from Shippigan to 37 1/2 hours; and from Louisburg to 32 hours. Now a steamer at the same rate of speed say 12 knots an hour, starting from Louisburg for Valentin direct at the same time as the steamer starts for Port aux Basques, would in 29 hours place herself 28 miles east of the Longitude of St. John's and starting at the same time as the steamer left Shippigan for St. George's Bay, she would be 119 miles East of that longitude. If the route of the valleys of the Exploits and Gander River be followed, she would by the time the steamer leaves St. John's with the passengers via Port aux Basques be 70 miles, and if via Shippigan and St. George's Bay 147 miles east of St. John's and of the overland train. What becomes then of the argument of the saving of time? But assuming for the sake of argument only that a few hours could be saved, how many passengers are there that would avail themselves of the dangerous and inconvenient route, and what same man would subject himself to the fearful risk of collision in crossing the comparatively narrow entrance to the Gulf of St. Lawrence, subject to thick fogs when vessels from East to West and from West to East are daily and continu-

ally passing to and fro, besides the risk of shipwreck on a rocky and dangerous shore, and then to travel at such a fearful speed through an uninhabited country exposed to those accidents inseparable from all railway travelling? Would there be one? But the objections do not rest here, they are innumerable.

There are others who take another view of the scheme and pronounce it to be the means by which it is intended, to carry this country into Confederation, by involving its finances in irretrievable embarrassment. Could anybody imagine that any Government could be so ignorant upon a subject of such large dimensions as that of this their railroad scheme deliberately introduced by them into His Excellency the Governor's speech? And if not ignorant what term of reproach is the most fitting to stigmatize such deception as they are practising on the public credit? There are members of the Government, and others of its supporters, who proclaim to the public that two days or more are to be saved. I am of opinion that the service could not be performed within the time I have assigned for it. My calculations have been confirmed by nautical and competent men and the distances measured by them.

This road through such a rugged and difficult country would, if properly and substantially made involve an outlay of not less than eight thousand pounds per mile, equivalent to upwards of two and a half millions pounds, which at an interest of 5 per cent, would say nothing about the annual expenses and repairs, entail a charge of a £125,000 per annum. But where are the capitalists who would embark in such an enterprise where there would be no merchandise or travelling population to pay over the current expenses?

If such an undertaking be of that utopian character that no capitalist would venture a shilling upon it, and there be no commerce or population in the country to create a passenger traffic to pay the expenses of working the locomotives, to say nothing of the annual charge for interest on two millions and a half or three millions of pounds in money, amounting to one hundred and twenty-five thousand pounds per annum, what is the use of spending five thousands pounds in a useless and unnecessary survey? And would it not be better that those five thousands pounds should be expended in opening up by means of roads the cultivable land in the neighbourhood of our present settlements, where the industrial population so much need them, or else in opening up the splendid land and timber of Gander lake valley, less than ten miles from Bonavista Bay, or that of the Exploits or Hamlet by the encouragement of settlement by our unemployed population and immigrants? What we require is an auxiliary to the Fishery in which our industrial population can be employed, and by which they can in seasons of short fishery avail themselves of the produce of the land for their material support and for clothing their families. How is it to be done unless we cultivate the land, utilize the timber, and develop the other valuable resources known to exist in the country? C. F. BENNETT. St. John's, Feb. 24, 1875.

The project recommended in the speech of His Excellency the Governor, of a railroad across Newfoundland to transmit the mails, passengers and merchandise from the Continent of America by steamers to start from Shippigan to St. George's Bay, and thence by rail to St. John's, thence by steamer to England, and in the like manner back, with the view to save time in such transit, has called forth great applause from the multitude. The members of the Government tell them that two days are thus to be saved, and that the road is to embrace the valleys of the Exploits and of the Gander River and Lake, thus increasing the distance little short of one hundred miles. The Hon Mr. Shea on behalf of the Government, intimated to the House of Assembly his intention to ask the Legislature for a vote of five thousand pounds to defray the cost of a survey, and when this be done, to raise ten thousand pounds a year by debentures for four or five years, making altogether forty-five thousand or fifty thousand pounds stating that this sum would be repaid out of the taxes to be raised on the so-called French Shore when the question of our rights there has been settled, and arguments by the revenue to be derived from those who may settle on our timber lands.

There are those (myself among the number) who differ with the Hon Ambrose Shea, the Hon Solicitor General and acting Premier, the Hon the Receiver General, the Hon the Speaker, and other Hon members of the Government and Legislature also with the Government press, and who say that it is not practicable to make any saving of time, even if the far shorter water conveyance be available, of from Louisburg to Port aux Basques, which would save one hundred miles, and that this scheme is evidently based on perfect ignorance of the distances to be accomplished both by land and water, and of the physical difficulties and dangers to be encountered—or else they are practising a fraud on the public.

The plan when originally projected and laid before the public was for the conveyance of the mails, merchandise and passengers to and from the continent of America by way of Shippigan, thence to St. George's Bay in Newfoundland, and thence to St. John's.

The distance from Shippigan, by water to St. George's Bay is 220 nautical miles, equivalent to 256 statute miles. Assuming then that the steamer to be employed could accomplish a speed of 12 nautical miles, equivalent to 14 statute miles an hour, that distance could be completed in 18 hours. The distance from St. George's Bay to St. John's by the most direct line is about 305 statute miles. Add ten per cent for the wind-increase or sinuosities of the road, (a very small allowance for such a country as Newfoundland presents) that would give 336 miles for the length of the Railway. Then assuming that speed, inclusive of all stoppages, of 25 miles an hour (which is a large average speed) could be obtained, that would give to reach St. John's 13 1/2 hours. Then allow for the landing of mail cargo and passengers at St. George's Bay, and the unloading and shipping the same at St. John's five hours at each place—that would give 10 hours making in all 41 1/2 hours.

McKenzie moved the second reading of the Marine Telegraph Bill, and explained why measures were taken up by the Government. The object of the bill was to terminate the monopoly practically enjoyed in Nova Scotia and, consequently, in the Dominion, and to prevent establishing monopoly in cable telegraphy—such as Newfoundland had practically established. After considerable discussion, the bill was read a second time and deferred to the Standing Committee on railways and telegraphs.

Gold 114. Paris Workmen's Association will send delegates to the centennial exhibition in Philadelphia. LONDON. 22. Advice from M Zanzibar report that the fleet of British men-of-war bombarded Fort Mombazique on Island Mombaz, on the east coast of Africa. The engagement lasted five hours. Seventeen killed and fifty wounded in fort. John Mitchell has issued an address to the electors of Tipperary presenting himself again as a candidate to parliament. Monster meeting at Tipperary to-day moved to support Mitchell. It is believed there will be no opposition. Times' special says that one of the principal checks to immigration by Germany is the prohibition of enlistment in foreign countries by payment of a premium. This is especially directed against Brazilian agents, The German press are indignant at the Pope's last Encyclical. NEW YORK. 22. It is stated that the recognition of Alfonso by the United States, and the full settlement of the 'Virginus' claims are to be settled at the same time. No gold quotations to-day. LONDON. 13. Sir Charles Lyell is dead. Tipperary demands the resignation

of O'Callaghan, who voted for the disqualification of Mitchell. Duval, Bonapartist has again moved that the senate be elected by universal suffrage. The motion was rejected. Vallon, Bonapartist, offered an amendment, providing that the Senate be composed of 300 members—the departments and colonies to return 225 and the Assembly 75. This was carried 442 to 262. A Roman despatch says that at the next consistory, four ecclesiastical provinces will be formed in America in order to provide for the rapid extension of the Church in the new world. OTTAWA, 23. Ournier, has introduced a Supreme Court Bill. The court have an appellate, civil, and criminal jurisdiction in cases of 'habeas corpus' extradition; and in constitutional cases the bill also provides for the creation of a Court of Exchequer. Being favourably reviewed by both sides, the bill was read a first time.

On yesterday morning a young man named Joseph Lynch, of Carbonear, was brought before the Magistrates on a charge of larceny. The facts in connection with the affair are these—A man named Kough, from Ferryland was waiting a time to start for home in a small boat, and had taken a quantity of goods on board. Lynch was observed by some of the crew intently watching their craft from on board an American schooner hard by. On the following night he got on board the boat and took a parcel of goods belonging to a man named Johnson, together with a smaller parcel both of which he disposed of in the vicinity of River Head. The police were quickly apprised of the matter, and Lynch narrowly escaped arrest by constables Green and Lacey. He fled towards his home, but in passing through Brizus was cleverly stopped by Sgt. Jackson who conveyed him into St. John's. Most of the goods were recovered at the house where the prisoner had sought them. For this line of crooked conduct, the Judge decided on giving him 12 months' penitentiary, with hard labour.—[Chronicle.

Letters from La Manche, dated a week ago, say that there were only provisions enough to last eight or ten days' and that the place was blocked with ice. We learn that the steamer 'Hercules' will shortly leave for the Westward, and we hope will reach in time to relieve the La Manche operatives.—[Ibid.

The Total Abstinence & Benefit Society's Literary Club gave another Entertainment in their Hall on Tuesday evening last, which consisted of a choice selection of Dialogues, Recitations Songs &c., all delivered in a graceful and effective manner. Owing to the severe weather the Hall was not so densely crowded as otherwise have been. The Club deserve many thanks for furnishing such a source of enjoyment, and should receive liberal encouragement.—[Ibid.

A bill for the regulation of cab-driving has been reduced in to the Assembly. We understand that by its provisions all cab-men, must obtain licenses before being permitted to ply for hire. A few days ago some two or three young men determined on having 'a time' out of town and went in quest of a cabman, with whom they had some hard parley about the 'fare.' In hopes of being better able to come to a satisfactory understanding, they adjourned to a public house to moisten the negotiations, and after a few rounds the driver fell asleep, and the pleasure seekers quietly stepped out jumped into his sleigh and at 10 p.m. reached their place of destination, where they joined some other young gentlemen and all proceeded to enjoy themselves. Some time had elapsed when the three friends were startled by the cry 'The horse is gone!' 'Gone where?' they asked, and in amazement ran to the door, where they met the hostler who informed them that two young men who had arrived there some hours before had taken possession of the horse saying they had as much right to it as the others. The disconsolate trio took 'Shanks's mare' for home, and were careful on their arrival to avoid proximity to the enraptured driver who had again become possessor of his property, and who was informed by the second set of abductor that 'they had just recovered his horse and sleigh from the thieves.'—[Ibid.

We understand that the mail-steamer 'Tiger' on the western mail service was obliged to land her mails at Burgeo, having been unable to proceed further owing to the ice.—[Ibid.

We are happy to announce that the steamer Bear, Capt. Laurie, arrived here yesterday morning from Bristol. The Bruneth, Winsor master arrived on Monday evening last from Vienna after a very tedious passage.—[Times

The ste... to leave... The M... rived at... The su... be improv... We hea... will be be... Heavy... cured he... An B... with the... will short... The m... which le... jammed i... A large... in the ne... a short t... We are... our police... to follow... us our fu... The C... ing the S... have been... the past... Potato... great sea... as large... the cellar... cedented... The o... are likely... find when... fully deve... be made... country... Skatin... spirit by... a Ruk w... tion of th... amongst... ject of th... We are... lovers of... the exte... week, the... Beach is... ed a veter... Saturday... raising or... Rabbis... ons in th... tracting t... who are... in huntin... dinter ta... captured... ters... The s... here from... with a ta... again on... of passen... round C... Cripple C... reach Por... sengers... SUDDEN... man oca... service of... graph Cou... very unex... ing last... east quite... His remain... via Harbo... sympathis... sad bereav... We lea... William... Stevenson... purchasers... dock. Can... sign of th... Unfortuna... meclians a... them every... chase... The S... ed through... the ice, an... Harbor... this steam... by numero... from fifteen... ness was e... give room f... Three m... Sound, Tri... cape from... left their b... cutting. C... considerab... comrades... four wolve... timely assi... have feared