

Legislative Proceedings.

HOUSE OF ASSEMBLY.

THURSDAY, Feb. 23.

The House met at the usual hour.

On motion of the Chairman Board of Works the Committee on Contingencies was appointed. It consists of the same members as constituted it last year.

On motion of Mr. Mackey, the committee on printing and Reporting was named; that of last year being reappointed.

On motion of Mr. Scott the hon. the Premier laid on the Table of the House a statement showing the amount collected in each year for the past 6 years by the Water Company on account of sewerage.

Mr. Watson, from the Select Committee appointed to draft the Address in reply to the speech from the Throne, moved for suspension of the rules of the House in reference to the Address.

On motion the House then resolved itself into Committee of the Whole on the Address - it having been read a first and second time. Mr. McLoughlin in the chair.

The following is the Address in Reply:-

To His Honor Sir Frederick B. T. Carter, K. C. M. G., Administrator of Newfoundland and its Dependencies.

May it Please Your Honor,-

We the Commons House of Assembly of Newfoundland in Session convened, thank your honor for the gracious speech with which you have been pleased to open the present Session of the Legislature, and desire to convey our sense of gratification on this first occasion of greeting your Honor as Her Majesty's representative in the administration of the Government of the Colony.

While offering you our congratulations, we, with your honor, sincerely regret the absence of His Excellency Maxse, caused as it has been by a serious illness, and we hope in a short time to see him return in re-established health to the performance of those duties for which we believe him to possess high qualifications.

We observe with satisfaction that the prosecution of our staple industry of the fisheries of the last season was followed by a generally favorable result; and that, notwithstanding the partial deficiencies in the catch of fish on this coast and in Labrador, compensation was found in the enhanced prices obtained for this produce. It is gratifying to learn that the Bank Fishery continues to meet the expectations which a few years ago led to the revival of this valuable pursuit.

Although agricultural operations were less operative than usual last year, this result is to be ascribed to a continuance of exceptionally adverse weather, and not to any cause tending to discourage industrial efforts in future seasons.

The increase of mineral exports in 1881, and the prospect of enlarged developments in the near future, investing business in the Colony with great and hopeful interest.

The late comparative diminution in the number of native built vessels entitled to tonnage, appears to be no indication of decline in this branch of enterprise, but rather to signify that the wants of the trade have been largely supplied during recent years. This opinion is confirmed by the fact of the continued activity of our people in the construction of craft of small dimensions suited to their various purposes.

We are glad to learn from your Honor that the estimate of the Revenue for last year was exceeded by the realized amount, and thanking you for your promises of the accounts of 1881 and the estimates for the present year, we would assure you of our readiness to make adequate provision for the public service.

The conception of the Railway, under contract with the Newfoundland Railway Company, has been to us a subject of the deepest interest. We concur with your Honor in your estimate of the work since accomplished and of the benefits already dispensed in employment and large pecuniary outlay amongst our people. We are convinced that these advantages will be enlarged relatively with the progress of this great enterprise, which in its results is doubtless fraught with substantial and permanent prosperity for the Island.

We note with much satisfaction that Sir William Whiteway's last visit to England has been attended with highly advantageous consequences - in the authorization of the Local Executive by Her Majesty's Government to give grants of land, within prescribed reservations, in those parts of the Newfoundland coast where the French have privileges of fishery under Treaty and in the assent of Her Majesty, previously withheld, to the Act of our Legislature passed in 1878 conferring representation in the General Assembly upon the inhabitants of St. George's and White and Boone Bay district. These important measures, with the present and prospective arrangements for the establishment of legal authority and other requirements in the district above named will be justly valued, both from the credits that must hence arise to our own population, and for the more efficient prevention of difficulties between English and French fishermen.

This measure reciprocates the sentiment expressed by your Honor that the coincidence of the facts to which we have just referred with the commencement of the Newfoundland Railway, imparts to

the present period a character of progress worthy of public congratulation.

We shall be glad to receive the Despatches and other public papers of which your Honor has informed us; and we trust with you that our deliberation may result under the Divine guidance in measures promotive of the country's welfare.

JAMES H. WATSON, Chairman. R. P. RICE. A. M. MACKAY.

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 to this office.

- Brigus - Mr. P. J. Power, School Teacher. Bay Roberts - Mr. G. W. R. Hierlihy. Bear's Cove - Mr. M. Moore. Little Bay - Mr. Richard Walsh, Post Office Little Bay. Twillingate - Mr. W. T. Roberts. Fogo - Mr. Joseph Redell. Tilton Harbor - Mr. J. Burke, Sr. King's Cove and Keels - Mr. P. Murphy. Bonaville - Mr. P. Templeman. Catalina - Mr. A. Gardiner. Bay de Verde - Mr. James Evans. Collier - Mr. Hearn. Conception Harbor - Mr. Kennedy. Harbor Main - Mr. E. Murray. Salmon Cove - Mr. Woodford. Ucluyrood - Mr. James Joy.

NOTICE.-This paper will not be delivered to any subscriber for a less term than six months - single copies four cents.

THE CARBONEAR HERALD

"Donest Labor - our noblest heritage."

CARBONEAR, MARCH 23.

Blackman's Railway Project.

By receipt of Canadian papers, we are put in possession of the general outlines of the new Railway scheme, which is agitating the minds of Capitalists on each side of the Atlantic. The projectors intend, not merely an American but a European road; for the traffic and travel which they calculate on, are those which in the course of trade and otherwise are continually passing between the two continents. To understand this scheme, which after all is not as gigantic as one at first sight might suppose, it is necessary to remember that even at present, an all rail line is in operation across the strait of Canso, the extreme eastern point of Canada, to every principal city and even town in the United States. Two or three years hence, again, there will be no fewer than three distinct lines running across the continent to the Pacific ocean, two of them in the United territory and the third, the shortest of all it so happens, through the fertile region of the British or Canadian North West. Thus, a person landing at Canso strait will be enabled, possibly without even once changing cars, to proceed over land to San Francisco in California or Victoria in British Columbia.

Now Mr Blackman's project is to extend rail communication east from Canso Strait, through the island of Cape Breton - distant but one mile from the North American continent - to Cape North, thence by steamer some 50 miles to West coast of Newfoundland, and thence across the latter island to St. John's, by a line of railway which he avows his ability to construct within three or four years. His intention is, that when European passengers land on the Eastern coast of our island, they be conveyed by rail across the country, and carried (in the same cars) by steamships specially

built for the purpose to Cape North, thence by railway to Canso and similarly across the one mile strait, and thus put in communication with the network of American railways. There is nothing scientifically impossible in this undertaking. The only new feature is that the passenger and freight cars will run directly on board the steamers, without removing passengers or breaking bulk of any kind whatever. An arrangement of the kind is quite feasible, and by no means as expensive as one might, without due consideration, be inclined to think. In fact the whole scheme practically implies the following expense and so more, namely, that of a railway 80 odd miles long in Cape Breton, steamship service to Newfoundland, and a railway across the breadth of the latter island. We may assume the worst possible view of the case; and still the scheme may be eminently lucrative to its promoters.

Experience has proved that the lines across the Rocky Mountains, though they pass through several hundred miles of sterile precipitous territory, pay a respectable and annually increasing dividend to the shareholders. Why therefore, should not a less length of unproductive road connecting America with Europe by means of st. amers to St. John's, be a profitable investment? If in the first mentioned case, the great volume of trade and travel that is evolved from the two extremes of the lines, is more than sufficient to counterbalance the lacking defects of an intermediate portion, there can be little reason to doubt that a similar state of things will be verified in a case in which Europe and America are concerned. And indeed if mere travel, and it is usually travel that pay railways the best, be taken into account, it may be put down as certain that nine tenths of the persons who cross from the old world to the new, will prefer to be the fewest number of days possible aloft on the ocean. According to present facilities they are from nine to eleven days at sea; but under Mr. Blackman's scheme they will be but four or five at the most. Not alone this, but time which in our day is money to the commercial community, will be saved. Both those considerations uniting in favor of the project, we will not be surprised if it be proceeded with in great force before many months shall have elapsed. The Dominion Government and Local Governments as well of Canada have given Mr. Blackman everything that he asks. Newfoundland will interpose no obstacle. It is quite probable therefore that what is in many respects the greatest railway project ever yet contemplated will in short course of time be happily realized. This will make our island an intercolonial wharf. It will become the highway of nations, somewhat as Alexandria was before the Cape of Good Hope was doubled, and as Victoria was in the middle ages, when all the commercial intercourse between Western Europe and the East Indies found passage by the Adriatic and through the Mediterranean. This may seem to be building castles in the air,

but it is perfectly safe to assume that there are a hundred real facts to be considered today, which not many years ago were by far more visionary.

Correspondence.

(To the Editor of Carbonear Herald.)

Bay Roberts, March, 1882.

Dear Sir,-

When I last wrote you and promised to write again, I did not think my few remarks would have caused such a fuss. I was pleased to find that my old friend the Editor of the Advocate copied it, but I must confess my regret to see the footing the scoundrel's Ledger put on it and his coarse assertion toward my friend. I am well aware of his reasons for so doing. He is making every effort to revive the feeling of '69 and '73, but Briggs is too near this pace for me not to know his actions well. He thought by attacking the Advocate, a Catholic journal, in defence, as he tries to put it, of Orange rights, he would gain the sympathy of his brothers. But they know him of old and have measured his principals, on that question, long since. I would ask the Editor of the Ledger a few questions as he denies the visit being a political one. 1st - Was it not said we are your friends, your brother's and support us as such we will see your wants attended to. 2nd - Mr. - will want your support at the coming election and we must stand shoulder to shoulder? Was it not said, we have the power of returning one member here and Mr. - is your man? There are several other questions which I could ask you but it would only excite religious feeling and bring out scurrility, and have the effect of giving you what you want what you are look for. You must remember people are now being educated and won't be duped by your endeavored to put creed against creed and neighbour against neighbour. Orangeism do not mean political loyalty if it means brotherhood. It do not or ought not to deprive or coerce a man from his true opinion and free franchise. But Mr. Ledger that what you try to make it out for your own selfish interest, not for the good of the country or the fraternity, and therefore to preserve the peace and well being of society I would advise every well thinking Orangeman to stand by his country as well as his creed and not allow such toads and sneaks to stir up anything like a religious question in connection with the selection of your man for the Assembly. Mr. Ledger can you deny that the visit of the first week in February was not a political one? Mr. Ledger when you next go to attack any body in connection with this matter attack W. S. W. not the Herald or Advocate and I will give you something to tickle your gums.

Now for that lying malicious little concoctor the Telegram in the issue of the 24th ult., under the head of "To Correspondents" appears a base falsehood against me. The item reads as follows:-

"We have a communication from our esteemed correspondent Delta denying that Mr. James Browning was with the deputation at Conception Bay last week as referred to by W. S. W., and the Advocate, and stating that the mission of said deputation was 'crowned with success.'"

Who ever heard of such an absurd concoction. I have often heard of Editors drawing on their imagination for an item but I never heard of them drawing on the imagination of another "well hawley ever." Now what has become of Delta ever since he made his announcement and no more. Has he disappeared round the corner of Gregory's Lane to reappear in that flour store on McBride's Hill. But hark at Mista Mcray, here he is again over my signature, trying to make his 3,500 readers, excuse the number, believe that the letter was written by me and was apologising for omitting Mr. Browning's name instead of inserting it. After that cannot the Telegram manufacture any falsehood and contradict it without a blush. Why did he not speak of Morrison, Soper and other who were present.

Hoping you will excuse me for so much trespass on your space, I remain as usual,

Yours truly,

W. S. W.

P. S. - I would feel much indebted to the Editor of the Advocate if he would confer a similar favor on me this time.

W. S. W.

(To the Editor of Carbonear Herald.)

Carbonear, March, 1882.

Sir,-

I noticed a letter in the Telegram of March 1st, signed A Teetotaler, but I fancy the signature would be more appropriate were it signed Bum's Day, as the writer, though at present a teetotaler, is really the bone and sinew of Rum. This worthy endeavored in his epistle of "big words" to throw discredit on some of Carbonear's most independent men. But why did he do it? Was it for fame, gain or animosity? If for fame I pity him, if for gain I excuse him, but if for animosity I for ever dispise him. I will, dear reader give you a few of his remarks, he says, "A certain publican endeavored to procure votes at Victoria Village by offering as a bribe tobacco." Now, Mr. Editor, consider this to be a great insult to Victoria Village and believe it to be untrue. Are the Village people as far behind the age as to sell their votes for the weed? If so they have my sympathy as well as a chaw of the best. Why, Sir, that what we used to give the Indians on the Labrador for skin boots. Is it ever possible the Village people will allow this insult to go unchallenged. Where is Curlew the conquerer? Mr. Teetotaler were you present at the offering of this impetuous bribe. How did you come to hear it? Surely none of those who took the bribe confessed to it. Probably it is in that classic locality where the tobacco famine is prevalent that the bright star of your existence resides. If so, no doubt, the fair one has told you all. Next he says, "A wealthy landlord has evicted his tenant for acting as Returning Officer." Mr. Editor, was that not a business transaction which could be settled without the interference of an outsider. But ambition will make fools meddle with the business of wise men. Last but not least he refers to a fat publican, who he says sarcastically, "by the way is going to have charge of a sealing steamer the coming spring, has seen fit to cancel the name of one of his crew whose father gave his name in favor of the Bill." Now, sir, if a man be temperate in one thing he ought to be temperate in all, even his assertion. This fat publican, as he takes the liberty to call him, has had charge of a vessel for the past 12 or 20 springs with good results, and his fame as a sealing master is admitted by wiser heads than teetotalers. What is more he has always chosed his crew without resorting to sect or partyism. Had the man refused, been a good man he would have received a birth of his father was a Bradlaughte.

Yours, &c.

A FREE VOTER.

(To the Editor of Carbonear Herald.)

Adams Cove, March 1882.

Sir,-

It seems that some evil disposed persons are determined to injure me in the mail service. They have written to the General Post Master against me, on the ground that I neglected to do my duty the past winter. I cannot see when I neglected to do my duty. The mails were conveyed to Western Bay, on the regular days whenever there was a possibility of travelling with them and that is well known to the Shore. It seems that there are 3 or four leagued together, in the upper division of this District, pledged to nothing less than turning me out of the mail service. They are trying to show that that they are the Caleb's and the Joshua's, that they possessed all the free air over Bay de Verde district. These are noted to be the most influential men in the district by persons who don't really know them. Some of them can be known by their mark. One of them while dressed in a nail-bag guernsey and facing over Small Point marsh a frosty day, probably to Mr. Hayden's with a little kette for molasses, got his ear pragnated with a material called frost, and since that he has ear enough on one side to suppy two full grown men. Though he got such a nip from the silvery enemy he has no compassion for others. Not even the courier, who is risking his life to give satisfaction to the public. There was one day, the 14th of Jan., the day Michael Foristal met his death in the snow storm, that they must have taken advantage of, because neither horse nor man could travel the shore that day. Some of these men started in business the whole stock in trade being a few doses of salts and sea backed up by a roving Doctor. From the first step of this purging business, he went on and now he is trying to injure those who commenced

business in poor of this Miss Nichol service of district has could be, Some of the told, are chosen to derhanded, sing, neither of it in the issue. I land to find my charac dc nothing parts of the where trav I

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