

THE CARBONAR HERALD

AND OUTPORT TELEPHONE

Vol 2

CARBONAR, NEWFOUNDLAND, MAY 6th, 1881.

No

ADVERTISEMENTS.

THE CARBONAR HERALD
OUTPORT TELEPHONE.

Is Printed and Published from the Office west of the Post and Telegraph Office, Water Street, Carbonar, every FRIDAY MORNING.

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Advertising Rates.

Fifty cents per inch for first insertion, one-third of the above for each continuation. Standing Advertisements inserted monthly, quarterly half-yearly or yearly on the most reasonable terms.

All communications for the "Herald" to be addressed to the Proprietor and publisher,

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Herald Office, Water S.,
Carbonar.

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Sugar, brown.....	0 0 5
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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



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Outport Orders strictly attended.

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JOB PRINTING

of every description neatly executed at the Office of this paper.

AGENTS FOR HERALD

The following gentlemen, have kindly consented to act as our agents, a list of names will therefore confer a favor by sending in their names and subscriptions that they may be forwarded to this office.

Briggs—Mr. P. J. Power, School Teacher
Bay Roberts—Mr. G. W. R. Herlihy.

Heart's Content—Mr. M. Moore.

Bell's Cove—Mr. Richard Walsh, Post Little Bay } Office Little Bay.

Twillingate—Mr. W. T. Roberts.

Fogo—Mr. Joseph Rendell.

Tilton Harbor—Mr. J. Burke, Sr.

King's Cove and Keels—Mr. P. Murphy.

Bona Vista—Mr. P. Templeman.

Catrina—Mr. A. Gardiner.

Bay de Verde—Mr. James Evans.

Collier—Mr. Harbun.

Conception Harbor—Mr. Kennedy.

HARBOR MAIR—Mr. E. Murray.

SALMON COVE—Mr. Woodford.

HELVESWOOD—Mr. James Joy.

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HOUSE OF ASSEMBLY.

WEDNESDAY, March 23.

Continued.

It was a wise saying of old George Peck, the Quaker capitalist and friend of Stephenson: "Let the country but make the railroads, and the railroad will make the country." Our experience has verified this again and again both on land and water. Some forty years ago, when Canada expended forty million pounds in cutting canals, through this country, the "ruined" people cried out against the policy that entailed such a burden upon them. The British Government came to their relief and guaranteed the debt, and these canals, which were to ruin, built up the country. When worth only one shilling and six pence in the interior, sold at five shillings on the seaboard; and yet the farmers who were thus benefited were loudest in their condemnation of these canals—like their brethren in England; who hunted the first railway surveyors off their lands with dogs and guns, aiming at the destruction of those who were doing a work which was to raise their country, and especially themselves, to the highest point of prosperity. This offer of the New Brunswick Legislature was placed before the capitalists of Great Britain; they would have none of it, and then little New Brunswick took it up. What visions of power, fame, fortune came up before us! How the press did abuse this ring of speculators. How the people in their might were called to rise up and punish the Government and Parliament which had given away their lands to us monopolists.

He believed it to be impossible to anticipate the many benefits that would flow to the colony when this projected Railway was in operation. Our outlay will be returned in a thousand ways. And now in conclusion, a word about the West Coast and the district he had the honor to represent. Why should the people of Fortune Bay pay \$3,000 or \$6,000 per annum towards the support of this Railway which would especially benefit other parts of the country. The Fortune Bay branch of the line had been stricken off, and by so doing, his sympathy had to some extent been alienated from the project. He protested strongly and emphatically against this departure from the original design. It was his duty to state here that the people of that district could not be expected to pay a pro rata tax while they were excluded from the advantages of a railroad. No doubt they would participate in the general prosperity of the country resulting from the work; but so would countries outside of Newfound-

land. Many years might elapse before the people of Fortune Bay would benefit materially by this railroad.

THURSDAY, March 24.

RAILWAY RESOLUTIONS.

Mr. Scott—Before the resolutions before the chair were adopted by the House, he thought there ought to be some amendment. He could not see that they had sufficient information to warrant them in accepting either one of the propositions submitted. They have the opinions of only two gentlemen as to the construction of the most suitable line of Railway in this country. He would therefore strongly advocate the appointment of a Select Committee from both branches of the Legislature, to consider which of the gauges they deem the most desirable to accept. It has been said that they have already wasted valuable time in considering this subject. He did not think so. There has been already a reduction in one of the proposals amounting to some \$28,000 a year in the money subsidy, besides a reduction of the land grant, and were they not warranted in expecting a further reduction. They are now called upon to accept the proposition of Mr. Blackman which is undoubtedly the popular one, but that they should be asked to accept it as it stands is quite another question. He considered it if it was determined upon to refer the matter to a joint committee, that they should not be bound to accept the present proposal, but that they should be left free to accept any other more favorable one. He was informed that a gentleman from New Brunswick made an offer to construct the proposed railroad. He offers to build it at an annual subsidy of \$2,000,000 with a land grant less than that already demanded. If however he is not prepared to modify his proposal considerably he presumed it would not be entertained. If they now commit themselves to the proposal of Mr. Blackman they of necessity debar themselves from accepting any more favorable offer that may be hereafter made. He did think then that they would be justified in going further with the matter at present.

Hon. the Speaker said he could not allow the present resolution to pass without still further expressing his opinions against it, which he had already placed before the House. That the contemplated Railway should necessarily be a narrow gauge railway is a matter for very serious consideration. The question as to whether we will have a narrow or wide gauge railway is a thing of the future, to which we must give our most serious attention. He need not repeat what he had already stated last evening in reference to the alien clause, or what has been so ably put to the Surveyor General, as to importance and value of the land which we propose to give away in one sweep to members of another nationality. In looking over the terms of the resolution, he found that there was no provision made, that the contract to be entered into should have the final sanction of the Legislature.

Hon. the Premier—It is understood that such will be the case. Everybody is in the resolution.

Hon. the Speaker was not aware that it was so understood. Under all the circumstances he thought that the reasonable delay which he asked for, before finally committing themselves to this resolution, would not be delay in the long run. Under these circumstances he would submit as an amendment to the resolution before the chair, the following:

"That having regard to the magnitude of the interest involved in the question before the chair, it is the opinion of the Committee—

1st—That a Commission should be appointed to consider the terms upon which the construction of a Railroad from St. John's to Hall's Bay with branches to Clark's Beach and Harbor Grace, could be entered into with advantage to the colony provided that such terms do not include a concession to aliens to hold land in this colony in fee simple."

This proposition leaves out the commitment of the Legislature to the offer of Mr. Blackman, and gives a broader field of action to the Committee which may be appointed to consider it.

2nd—That such commission should be empowered to receive, consider and report upon such tenders for the carrying out of said Railway enterprise as might be presented to them.

3rd—That such commission should secure and retain the services of some skilled and experienced engineers for purposes of consultation and advice.

Upon this point he expressed his opinion that there could be no question.

4th—that no final or binding action should be taken on such commission in the acceptance of tenders until the same be ratified by the Legislature at its next session.

Upon this point he had already expressed himself very strongly. The responsibility of ratifying and confirming the contract hereafter was one which they should all be prepared to take upon themselves, and he would repeat that it was unfair to confine it to the Executive alone. He would wish it to be understood that he was not advocating unnecessary delay in this measure. He saw the necessity of, if possible, immediate action. He had moreover, a firm belief that we should go closer to real action in the matter by adopting that course of reasonable delay which is proposed in the amendment now before the chair. He felt it his duty, however, to place the amendment upon record as his protest against what appeared to him to be the reckless policy involved in the acceptance of the resolution before the chair.

Mr. Tessler—The resolutions before the house were very different in character from what might have been expected from the Legislature of last session. When the proposal of that session was made that the colony should undertake to raise a loan of \$5,000,000 and construct a railway with that money he was opposed to any such proposition. He said which authorized the raising of this loan was now a dead-letter upon the statute book. It had been entirely ignored and thus events had proved that he was right in his solitary opposition to it. It must not be assumed that he was opposed to the building of a railway in this country, but it was to be regarded in the light of a commercial question upon which we were bound to satisfy ourselves, before purchasing how were we to pay. The first questions then that suggested themselves were: do we require a railway? and can we sustain a railway by finding paying traffic for it? Then if we were satisfied upon these points another question would arise: is the project within the means of the colony? All these points had been referred to by members of both sides of the house. He hoped that as soon as possible the proposed contract would be placed before the house in some tangible shape, and in such a form as will be acceptable to all classes and rebound generally to the sound financial credit and prosperity of the colony.

Hon. the Premier had listened with much pleasure to the remarks of the hon member for St. John's who had just spoken. The hon member, Mr. Thorburn referred to the fact that he was the only member of the house opposed to the bill of last session, and refers with pleasure to the fact that that measure had been dropped. He, the Premier, did not, however, regret the introduction of that measure, for he believed that but for that Bill and the proceedings and work done under its provisions we would not be in the position we are in to-day. He did not believe that the offers made would be before us but for the existence of that statute. The result of that Act was that it was ascertained that the railroads Spread Eagle Peak to Harbor Grace could be built for \$5,000,000, and upon the basis of that survey these recent offers were made. It may then be admitted that the existence of that Act of last session was the reason why we are now so favorably situated in our relations with foreign companies. He was still of opinion that the course suggested last Session would be the better one for the country and in the end would be more beneficial in its results. The onus of developing the country will be thrown on the shoulders of this company which otherwise would have to be borne by the colony. However there were and are those who are

See fourth page.

Continued from Second Page.

would both greatly improve that part of the town and considerably enhance the value of property in that vicinity. He hoped that the sum of two hundred dollars at least would be allowed for that purpose. Mr. McLoughlin had much pleasure in supporting the prayer of petition. Hon. Mr. Shea presented a petition from Robert Thornburn, Charles Bowring and others interested in the Bank fishery, praying that the bounty may be continued for another year. The bounty given by the legislature in previous years had been the means of inducing many of our merchants to invest their capital in this industry and with results that would seem to justify the belief that with a little further encouragement from us it would be self-supporting. That was the opinion entertained by petitioners who merely desired that the support should not be so suddenly withdrawn. It was never the intention of the legislature to continue support to this industry to go continuously support to this industry. The experience of those engaged in it showed that the fishery might be prosecuted on its own merits. He was of opinion that the bounty had not been continued sufficiently long to show this. He trusted then that the Receiver General would not continue to adhere to his former intentions. If we ought to specially support any industry it should certainly be the fisheries. Surely the reasons that impel us to encourage, by indirect bounties, tobacco manufactories and similar industries, apply with two-fold force to this matter. The fishery award fund which was obtained on the grounds that the operations of the Americans, under the Washington Treaty, would prove prejudicial to our fishery interests, might be very properly devoted to this purpose. Under these circumstances there could be no better means of applying the interest of that money than for the benefit of the many fishermen who were injured by American competition. By reason of the sudden withdrawal of the bounty the men are not disposed to go to the banks and a general damper has already been thrown upon this industry. Considering that the bank fishing operations of last year were a failure and that the enterprise is now being entered upon with gloomy hearts he thought the proposed withdrawal of the bounty very inopportune.

To be Continued.

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Bonavista—Mr. P. Templeman.
Catalina—Mr. A. Gardiner.
Bay de Verds—Mr. James Evans
Collier—Mr. Hearn
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THE CARBONEAR HERALD

"Donest labor—our noilest heritage"

CARBONEAR, MAY 7.

RAILWAY REPORT.

Adopted and Continued Progress.

The debate on the report of the Joint Committee referred to in our last, was continued in the House of Assembly on Thursday and Friday last, resulting on Friday night, or rather Saturday morning, in the successful passage of the leading sections of the Bill intended to give practical effect to the provisions of the contract, at the division on the

conclusion of the debate the numbers standing, 18 against 8. During the progress of the discussion in the lower House attention and interest was placed quite on the qui vice by the strenuous and determined opposition to some of the provisions of the contract, on the part of those leading members already referred to, as also by the able, eloquent and effective arguments of the leading supporters of the project on both sides of the House. It is almost needless that we should add, that upon the declaration of the majority which announced its triumphant adoption, the result was hailed by the unusually large audience present with the most enthusiastic demonstrations of approval, such in fact has rarely, if ever before been witnessed within the precincts of the "People's House." On the afternoon of Saturday, the concluding sections were passed with little or no debate, all argument on the subject being previously exhausted the division taken on the latter occasion, resulting in a still greater victory for the friends of progress, of a majority of 20 to 5. The Bill having passed through its final stages in the Lower House, on the same afternoon, was ordered to be engrossed and sent to the Legislative Council for concurrence. The report of the Joint Committee accompanied by the various documents bearing on this important subject having been laid before the Council on Monday although engaging the earnest attention and deliberation of that august body have as yet made but slow progress, but the triumphant acceptance and passage of the measure by a large majority are looked forward to, with confident anticipation by the public whose interest and attention is still earnestly directed towards the final progress and completion of a measure universally believed and regarded, as pregnant, with such momentous and beneficent results to the future interests of the colony. Such being the present satisfactory position of the all-important question in the Legislature, we are at present unable to say further on the subject, than to express our most earnest wishes, that the day may be near at hand, which may witness the inception of those preliminary arrangements necessary to the inauguration and commencement of practical operations. With these few remarks we conclude for the present any further observations on the subject, by offering to the country our most healthful congratulations, on the realization in the near future of a project destined to exercise such a salutary influence upon its varied interests and with the history of which, the name of our much respected Premier, Sir William V. Whiteway, will be inseparably interwoven as one of her greatest benefactors, and the most enlightened and progressive of our Colonial statesmen.

We are requested to call the attention of the Road Board to the dilapidated state of Bennett's Hill.

LAW INTELLIGENCE

In Supreme Court on Circuit.

MR. JUSTICE PINEENT PRESIDING.

The Spring term of the Supreme Court, at Harbor Grace, opened on Monday last, the Hon. Mr. Justice Pineent, D. C. L. presiding. In the course of his charge to the Grand Jury the Judge expressed his regret at the state of the Criminal Calendar, which represented several charges, especially in the reference to the casting away of ships for fraudulent purposes, of a very serious character.

The Police returns from Harbor Grace and Carbonear, however, showed that the state of these localities and neighborhood had been for the past six months of the usual peaceable and creditable character. His Lordship referred to the session of the Legislature, and particularly in reference to the Railway Bill, cautioning the working classes against abandoning their usual summer's employment in view of work on the line, as there was no probability that for some months an extensive employment of ordinary labor would take place. Judge Pineent then charged the Grand Jury (of which E. W. Quistin, Esq., was chosen Foreman) upon the Bills of Indictment to be preferred by the Crown:—Those against W. Butler, and W. J. Butler, charged them with casting away the schooner Garibaldi at Aquaforte—their voluntary statement seemed to leave no doubt of their guilt, and the fact of their casting the blame of investigating them upon the owner was not to be considered at this time. Charges of a similar kind arose out of the loss of the Annie, in 1873, The Indictment against James Parsons; H. C. Watts and W. Glendon for conspiring to cast away that ship with intent to defraud underwriters, would be laid before them. Two Indictments for forgery of a fish receipt by altering it from six to sixteen qtls were preferred against Cole and Tuffin. His Lordship went fully into the cases as proposed to be proved by the Crown and explained the Law upon them, the Crown Officers had several other charges to prefer in which the Indictments were not yet ready, and which would be sent to the Jury on a future occasion.

Before the Court adjourned for the day the Grand Jury brought in True Bills in all the cases sent to them. On Wednesday the above mentioned against Cole was tried and resulted in an acquittal—and on the recommendation of the Judge the Crown withdrew the charge against Tuffin.

The Butlers pleaded guilty to the Indictments against them. The Annie's case was to be tried by Special Jury on Thursday.

THE QUEEN V. S. WATTS AND OTHERS.

On Thursday and yesterday the Court was occupied with the trial of Henry Corbin Watts, James Parsons and William Glendon, who were charged with conspiring together to cast away a vessel, for the purpose of defrauding underwriters. The facts, as proved by the Crown witnesses, were briefly as follows: In the month of May, Watts, who is a brother-in-law to Parsons, proposed to William Butler, who was master of a schooner called the Annie, employed in the coasting and freighting business; an arrangement the effect of which was that Watts should pretend to get a supply of goods for a trading voyage at Labrador, Parsons' firm (J. & R. Parsons) that the vessel should sail for the pretended voyage, after insurance effected upon the cargo, and that the vessel should be lost and the insurance recovered. After consultation between Watts and Parsons, the arrangement was agreed to, and afterwards the whole plan was carried into effect as proposed. A small quantity of comparatively valueless goods were put on board the Annie for Parsons' premises, some of the packages containing only rubbish and some casks being filled with water. The Annie went to St John's and there took on board at Messrs Ayre & Marshall's premises, provisions to the value of £30 and upwards, nearly the whole of which were then removed from the Annie, some put on board of a vessel of Mr John Giles, and brought to Harbor Grace and delivered to Parsons, and some taken away by Butler, the master for his own use. Insurance to the amount of £600 was effected by Watts, under the policies, and by Parsons for one hundred pounds, upon Herring Nets falsely represented to be on board. The Insurances were effected from St John's to Battle Harbor. The vessel sailed from St John's and on the voyage, at Change Islands

Run, near Fogo, was wilfully scuttled, the accused Watts with the assistance of the master and some of the crew, making a hole in her bottom, with a chisel and the stock of a small anchor. The vessel soon sank, the master and crew and Watts went before a notary at Fogo, and made a protest, to the effect that the vessel had been lost by striking on a rock. A claim was then made upon the underwriters for the amount insured under the several policies, and full detailed accounts of the goods alleged to have been on board were attested upon oath by Watts and Glendon. Glendon was a Clerk in Parsons' employ, and superintended the shipping and packing of the goods, made out the statements of claim, and wrote letters on behalf of Parsons to the underwriters. Watts and Parsons received the full amount of Insurance, and afterwards Watts and Glendon settled with Butler, giving him one hundred and seventy pounds in all, for his share of the spoil; but in several payments, and after holding out against it for some time. These facts were deposed to by Butler and confirmed by all the crew and the Insurance Agents. Three witnesses were called for the defence, to prove the packing and shipping of the goods alleged to have been on board. After a full and careful investigation and deliberation the Jury found the prisoners all guilty, recommending Glendon to mercy.

Mr. Winter, Q.C., and Mr. Clift appeared for the Crown; Mr. Boune and Mr. Emerson for the accused.

To the Editor of the Carbonear Herald Carbonear, May 5, 1881.

Dear Sir,—

The members of the Carbonear Volunteer Fire Brigade made their first appearance on Monday evening last, for the purpose of testing the hydrodynamic power of the engine as well as their own extraordinary power of endurance in working an apparatus by main strength to which if steam were applied would require a "donkey" of not less than twenty horse power. It was a pity they were not furnished with their new uniform, as was expected, which would be not only ornamental to their persons, but the Company would be exhibited to more advantage. Frank Kurnae, the bell-ringer from Filton, having produced a series of intonations from that musical gong which hangs in the tower of that beautiful specimen of modern architecture, the engine house, to which the members assembled and drew forth the great fire extinguisher with its various appendances and attachments before the astonished gaze of the assembled populace. The Company took their different positions led by the foreman of each division; Orders were given to proceed which were cheerfully responded to and headed by a body of the rising youth who behaved in a praiseworthy manner which speaks well of the prospects of the fire-eater of this town. After making a most enthusiastic display through Water Street they halted at the noted watering place situated near the Mercantile premises of the late Goss, Pack, & Friar, for the purpose of getting their muscular frames in working order, with the intention of cleansing shop windows and hall doors which they executed in a most dexterous manner. They then retraced their steps through the town for the purpose of losing this formidable apparatus. After syringing different portions of Water Street, they repaired to a favorite watering place in the vicinity of Glory Lane where with renewed energy they made a glorious display by testing the power of the apparatus to such an extent that one would imagine the prodigious strength used by the strapping stalwart fellows at the levers would press the concentrated fluid over the pyramids of Egypt. When it was considered they had sufficiently displayed the efficacy of this wonderful invention of the Nineteenth Century, they returned to the Engine House where they lodged the apparatus. They then repaired to a neighboring tavern where they stimulated their overtaxed muscles with a few galopozes of the alcoholic extracts of the West India Sugar cane, which those jocular sons of Bacchus greedily quaffed. Decorum was strictly observed with the exception of a few cases, who showed signs of intoxication by inadvertently or otherwise swallowing double doses. Thus ended the days exercise on which many acquired a knowledge of hydrodynamics and hydrostatics who would otherwise have remained ignorant of those important branches of natural science.

ANTEROS AND ORPHEUS.

To the Editor of the Carbonear Herald

Dear Sir,—As so many opinions and observations have appeared in the columns of your valuable paper, in prose, relative to Railway construction, perhaps a few lines from a neutral pen, in poetry (however imperfect) may prove a literary treat to your readers. If you think so please give space in the Herald for the following dialogue said to have taken place between C. F. B. and W. V. W.

DIALOGUE.

Good morning old friend said Sir W. I really do hope you are well, But I heard you're opposed to the Railway way, The reason to me now pray tell. This country needs some new project, Its fisheries serve but a few So what let me hear is your object To oppose this great work as you do.

I do not object said C. F. B. Nay, Railways in general I think Have brought wealth and civilization To those or insolvency's brink, But where can you find all the dollars, A subsidy year by year Without pledging fish mineral and forests 'Tis toady and 'twill what I say

Old friend have you now lost all reason The Railway projector did say, Consider each past fishing season And say are we richer to day. Our fishermen idle and hungry Our forests unknown but to few Why not welcome a stranger to-morrow Who'd give our men something to do

The old man then said pray consider Many men were employed once before Left our shores, by inducements of others Some of these will return no more They now work in lands, far far distant Where some found repose in the grave Whilst others have returned determined From Canadians this country to save.

Talk not of the past said Sir W. Proceedings we cannot delay The Merchants may now use influence But Railway construction shun't stay Believe me we really mean action Obstructions we'll mount as they come We have given the subject reflection And believe this great work must go on

You reflected said 'bout the Union And thought such should there be the case; Now you see we are living in freedom And can yet set our lands if we please The next move will be Annexation, So weigh the great work now in hand, Or it may prove a wild speculation And be found not to serve Newfoundland land.

Respect you've commanded said W. And experience teaches 'tis said; But away with such obsolete notions Our people are crying for bread, Too long they've submitted with patience To mercantile order and sway; Too long have our fishermen slumbered They now mean improvement and pay.

Fair argument we have permitted, Now my old friend be at rest; To the people our plans are submitted We'll arrange as we think for the best Petitions are daily arriving From districts both distant and near Whilst extension of road is demanded By that stirring town—Carbonear

No longer we mean to be talking The time had arrived for to act Commercial opinions can't stop us We must have a Railway in fact Employment we'll find for the people Whom oft has been asked for before Soon the train will be leaving for Topsail At present I cannot say more.

SPREAD EAGLE PEAK, April 25, 1881.

Local and other Items.

The telegram of May 3rd, says:—"A Catholic Conference has been proposed for October next. It will be attended by Catholic notables from all parts of the world."

The Rev. John Walsh, P. P., Petty Harbor, arrived here on Tuesday last, on his way to Harbor Grace. The Rev. gentleman visited this place again in the evening, and we understand stayed over night.

A contemporary informs us that seals were sold at St. John's for 30s last week.

The case of Maddock vs. J. Strapp, for dockage, which was heard yesterday evening, was decided in favor of the plaintiff

Improvement seem to be the order of the day with the Edg Telegram it was published on Wednesday in a new costume and presents a very creditable appearance headed THE TELEGRAM.

A large exhibited streets your fisher least some loafing and begging Road Board good the such men men should when it is on the Road

We have of more than an early day three claim lawful owner Harbor Grace for nine being up in seek to claim arrangement The estate amount of Harbor Grace street, so the probability could in this Esq., Q.C. for the three Gaudes, of springs of Walsh of the

IMPORT

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