

THE CARBONEAR HERALD

AND OUTPORT TELEPHONE

Vol 3

CARBONEAR, NEWFOUNDLAND, June 24 th, 1881.

No 5

THE CARBONEAR HERALD

OUTPORT TELEPHONE.

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

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Herald Office, Water St.
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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. HERRING.

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 REID.

Tilton Harbor—Mr. J. BURKE, Sr.

King's Cove and Keels—Mr. P. MURPHY.

Boavista—Mr. P. Templeman

Catalina—Mr. A. Gardiner.

Bay de Veeds—Mr. James Evans

Collier—Mr. HEARN

Conception Harbor—Mr. Kennedy

HARBOR MAIN—Mr. E. MURRAY.

SALMON COVE—Mr. Woodford

HELYBROOD—Mr. James Joy.

Notice.—This paper will not be delivered to any subscriber for a less term than six months—single copies fourpence.

All correspondence intended for publication must be sent in not later than Wednesday evening.

HOUSE OF ASSEMBLY.

Wednesday, April 27.

SPEECH OF MR WINTER

Continued

He (Mr W) did not say that they would do this, but that they were at liberty to do so under the present contract. They might do so at a period when the line was worn out, and when it would cost an enormous sum to rebuild it. In such a case he should have no alternative but to offer them additional terms and it might be for this purpose that they would be proceeding not altogether in America or among the American Railway Companies. But worse than this, we have not security even for a return itself, as the Company has the power to mortgage it by this Act and the mortgagee or purchaser is not bound by this contract. We would then be absolutely at the mercy of the assignees. Under the contract now before the House it is in the power of the company to adjust their rates, as to every capitalist in the colony out of our mining operations. If they had the power of pre-emption under this charter, it would be a wholesome check to any irregular practices in which the company may try to indulge. I cannot at the present moment point out the many improper practices which they may be disposed to adopt and which we may be in a position to prostrate if we had this power of pre-emption. But here they have the power given them to crush out any competition in traffic upon their lines. We know very well that there is an identification of interests in our mineral property north, and the railway project. The question therefore suggests itself which will pay them better, the ordinary traffic along the line, or to create a monopoly in the transfer of copper ore to St John's or some other seaport. And moreover in the latter they will have the large subsidy of 180,000 dollars to assist them. The whole people of the colony will be sufferers from such a condition of things as this they will be obliged to look on without the power to prevent it. I am not now taking an extravagant view of things, but I am supposing a contingency which is now unlikely to happen. There could be no injury to any interests in embodying this suggested clause in the contract. Put it there and my objection is removed. The contract as it stands virtually puts us in this position, that if we want better times hereafter we must pay duty for them. They will have it in their power to say "if you want better times give us another 180,000 dollars year additional subsidy and we will deal with you." They can by

a single stroke of the pen assign over to other parties their interest in this Railway, parties, too, who are not bound by the contract. There should have been stipulated a sufficient money security for faithful performance of this contract; and failing that we should at least have the power of pre-emption. Under the present contract any mortgages may come in and take possession of this line of Railway, without the consent of the Government. There are other difficulties and objections with reference to the wording of the Bill itself, and there are other necessary stipulations which have altogether been omitted. It looked as if the whole scheme was unsound, because there are terms in the contract touching shareholders which are upon the face of them, dishonest. It will be said, it is not our business to look after the interest of the shareholders. It may be so, I am not, however, offering those objections in the interest of shareholders but merely for the purpose of showing that the contract is a bogus one. In other countries it is considered necessary to have the strictest legislation in matters of this kind, and notwithstanding the large protection afforded by law people are taken in every day. The shares of this company may be, and in all probability will be transferred into the hands of other people whose only interests may be to make money. Any power they can possibly exercise they will exercise at the expense of the colony. The defects in this contract are of too serious a character to be got over by the consideration that we could not get better terms, that is not a sufficient answer to meet its glaring defects. We ought to commit ourselves and posterity to a contract like this merely upon the hope of the immediate benefits it might confer. I might admit that we can afford to pay the subsidy, but only upon the grounds of the faithful performance of the spirit of the contract. If, however they fail to do that we shall find ourselves burdened with a heavy additional taxation to support a scheme which is of no benefit whatever except to contractors themselves. I have done what I considered my duty to the House and country.

Hon the Premier—There would appear to be a reluctance on the part of hon members to give expression to their opinions upon the subject matter before the House. This matter of a Railway has been before the House since 1875; and yet the hon and learned member, Mr Winter, in a most elaborate speech told us that he was not prepared. I dare say if some other hon members, who like the hon member Mr Winter, made a similar unprepared effort, they would be equally as successful. It is my province, having, as it were, charge of this matter, to sum up at the close of the debate, and I cannot at the present juncture assume that there is no other hon member who does intend to give his opinions to the public upon the matter. We have had, as I have had before stated, a very elaborate speech from the hon. and learned member Mr. Winter, as also from the hon the Speaker. Both these hon gentlemen have followed the same line of arguments and have given expression to the same ideas upon it. The gist of their argument amounts to this that we should take up the subject matter and deal with it ourselves, which practically means in other words, that we should build the Railroad ourselves. I myself thought and still think the Railroad ought to be the property of the Government, as any other of our big ways. But what was said outside? "Oh! we object to the Government building this road; get a company to build it and we are with you." I am desirous (said the hon the Premier) to do something which will have the effect of taking our people out of the condition of slavery to which they are at present virtually reduced. If we cannot get the best terms possible, we must only take the second best; and if we cannot get the second best we must only take the third best. Any means are almost better than remaining in our present unfortunate condition, as far as the laboring population are concerned. We must at all events make a start. But as soon as the start is made, as soon as the company

is formed, and offers to build the Railway, what is the fact? There is an array of arguments advanced, many of them of an imaginary character against this contract or in fact any contract whatever. We are now proposing to give a money subsidy to this company amounting to three and a half per cent. of the amount estimated to be expended upon the building of the line and also land grant. No person, hitherto, has set very great value upon our land, and now, forsooth, when we receive this offer for the construction of the railroad this land before barren becomes suddenly of value. Any person can purchase as much as he pleases for thirty cents an acre. I believe the mineral lands of the colony are of immense value. But they are likely to lay undeveloped unless the civilizing agency of the railroad is utilized. If we look over the map we will find that the whole of the land in Green Bay has been taken up. There is no land to be got there for love or money. It has been taken up by our own people, and by people in Nova Scotia and elsewhere, but it is very likely to remain in its pristine condition. The only mine that has been taken up and worked by a company of foreign capitalists is one that is at present locked up. We want these companies amongst us to develop our resources if we really possess them. We want them to come amongst us, if by doing so they give our people remunerative employment which is denied them at present. If there is nothing in this country to give them a return for their outlay, the sooner we know of it the better, and the sooner we clear out of the country the better. The idea of insisting upon a provision preventing those contractors from putting from those lands if they should cease to work them, is a most unreasonable position to assume towards them. If we make up our minds to give this land at all, we must give it absolutely, and put them in a position to be able to offer certain encouragement to settlers upon it, who will be the means of creating a traffic upon the line of road. As regards our mineral land, it must be remembered that this Syndicate Company have gone into it with a view to make money only. They believe that the country contains large mineral wealth and they willing to expend six millions of dollars on the experiment. All that is now asked for is a grant to the company of 5,000 acres of land for every mile of railroad completed together with a subsidy of \$180,000 a year. What is the fact in reference to this question? My much respected old friend, Mr Bennett, in 1852, obtained from the Executive Council of the day a grant of land for two million acres upon the promontory between Placentia and Fortune Bay. The grant was procured from the Executive upon the ground of alleged extraordinary services rendered to the country. He has held that land up to the present time, and he has not made the slightest effort in the way of opening it up or turning it to account; we are told by the first law officer of the Crown, that it is not competent for him to retain the lands, and yet they are considered of such little value that we have taken no trouble to set aside the grants. And now we are going to have five or six millions of dollars expended upon our lands within the next five years you are going to surround the company's position with such extraordinary restrictions as will interfere with the free disposition of these lands. I think any such conduct upon our part would only tend to prostrate and defeat the very object we must all have in view in this matter. We have heard a great deal about the original pre-emption clause being omitted in this contract. There would be just as much reason for inserting such a clause in this agreement as there has been for inserting it in the telegraph charter. We would be just as likely to exercise the privilege in the one case as the other. In the Charter of the Canadian Pacific Railway Company a similar pre-emptive clause occurs. In speaking of the Canadian Pacific Railway Company the (hon Premier) would observe that the Dominion Government concedes to land as we do to the American Syndicate Company, or in other words they concede to them 12,500 acres of land for every mile of railroad constructed. It must also be remembered that the land is to be selected, it may be neither barren nor swamp but is the pick of the

fertile belt that margins the track of the Pacific Railroad. The object of the Canadian Government to give the Company fertile lands suitable for settlement. Their object was to enrich not to ruin the Company knowing well that in the agridzment of the Company was involved the well being of thousands of the population of Canada. We each have no earthly object in pawning off on the Syndicate Company either barren or swamp lands. Our objects should be to induce them to take the most fertile land available and thus make them the agents of the Government for bringing prosperity to thousands of our people now suffering the most precarious conditions. The hon member Mr Winter has not put this question fairly before the House. It was never contemplated in Mr Blackman's original proposition that he should be compelled to accept either barren or swampy land. It is fair to admit this contract in some non-essential particulars is not all that could be desired. None felt the force and truth of this more than the Joint Select Committee thought the course of their labors. The contract he freely admitted was not a perfect one. But what contract is? Contracts are generally like old Acts of Parliament of which it is rarely said that you could run a coach and four through them. But he had no hesitation in saying that the contract was the best that could have been made under existing circumstances, and that the country would place the stamp of its approval upon it. Even now it is not too late to amend particulars in this contract to which some honorable members appear to have taken special exception.

Hon Mr Winter strongly objected to the line of argument or rather rather pursued by the hon the Premier.

Hon the Speaker said he had been aware that it was not necessary neither to accept or reject it is contract absolutely, he certainly would have lent his hearty co-operation in effectuating its passage under an altered and amended form he now hears, for the first time from the Premier, though in a somewhat equivocal form of words, that this Railway Contract may be amended. If then there still remains with the House the prerogative of constructing a model contract he the hon the Speaker with cordially lead it his support.

The Chairman of Committee then rose to report progress and asked leave to sit again on to-morrow.

On motion of the Premier the House then adjourned till to-morrow at 11 o'clock a. m.

Thursday, April 28.

The house met at half past three o'clock.

The house then went into Committee of the whole on the Railway.

Mr Watson in the chair.

Mr Carter said that although he was in favor of the railway, he could not assent to the contract as it stood, there being no provision in it for the safety of the interests of the colony.

The hon Mr. Forke and Mr. Rice spoke in favor of report.

Mr Goodridge spoke a considerable time on the provisions of the contract, showing that nearly all the stipulations were in favor of the company and against the interest of the colony. The charges for freight and passengers were higher than those asked for in first class carriages in the United States or England. One of his strongest objections was the giving away of so much land without its being made contingent upon the completion and running of the road, for if this company fail to perform its agreement with us, we will have nothing to induce other capitalists to come amongst us.

Mr Dwyer said that as the matter was one of so much importance he should like to hear some explanation from the Joint Committee in answer to the grave charges which have been made against them. It was not fair that the members opposing this contract should be treated with silent contempt.

Mr Kent—We have a matter of the most vital importance to deal with from which we should not permit our attention to be diverted. We are not now debating as to whether or not we shall have a Railroad. It is an established fact decided upon by both branches of the Legislature that we shall have a Railroad. Our business now is to consider the Bill presented to this House upon the Report of the Select Joint Committee. It has been said that the members of the Committee

Where the Company from any cause cannot obtain their land along the line, and are compelled to select in some other locality the Government take one in every four blocks. The Company would naturally be desirous of taking large blocks of land which might be connected by branches with the trunk line, and the colony by having one block out of every four would participate in all the advantages which would follow to settlers by being facilitated in getting their produce to market. It had been said that the Government would be able to choose their land in any part of the country. But there was only one way in which land of any distance from the line of railway could be made valuable and that was by connecting it with the main line by branches. These branches would have to be built by the Company at their own expense and over our lands, a fact which gave us still greater security of the operation of the line. In this way not alone the land in the immediate vicinity of the various termini, but every foot of land over which trains went would be benefited and without any expense to the colony. The 20th section provided that necessary statutes for the encouragement of immigration should be enacted. We were aware that other colonies considered it expedient to expend large sums of money in the maintenance of agencies in Europe, for the purpose of informing intending immigrants of the advantages of the colony for which they were agents. Our Government were not required to do this, for it was entirely optional with them as to what statutes it would be wise to pass for the purpose referred to. The Company no doubt desired that their efforts at successful colonization should be seconded by the Government. The alien clause did not command itself to some hon gentleman. He (Mr K) having given the matter full consideration and having found that in Great Britain herself aliens were now permitted to hold land in fee simple he had changed his mind, and now regarded disenfranchising law as a remnant of the old feudal system. When he regarded the marvellous progress of the United States, and found that much of her property was due to aliens, we could not be but favourably impressed with the terms of the section. Under the head of 'General clauses' it would be seen that the Government were to grant to the company one hundred feet from each side from the centre of the track, where the road runs through Crown Lands. This was absolutely necessary for the ballasting and proper working of the line. It would be noted that this concession was not all through, but only where the land would cost the Government nothing. If 20 feet would be sufficient for the working of the line through private property no more would be taken and the owners of the land would be fairly compensated for their loss. Under the contract of the Government would purchase for the company the right of way. If the cost amounted to \$30,000 or under the Company were to repay the cost out of their last year's subsidy. If the cost exceeded that sum the Company were bound to pay the excess at once. It would appear from the best authorities that River Head was the most favourable location. As a security for the completion of the line it was provided that after three months the Company deposit with us \$100,000. Here was a guarantee of the most substantial character that the work would be commenced in earnest and carried through. It had been said that this was no competent security but this security was increased every hour from the time the work commenced. Every mile of rails laid down at a cost of \$16,000 per mile was additional security. The section relating to the power of pre-emption has been treated of by the hon and learned Attorney General. He (hon A G) has shown that after serious reflection it was considered that to limit the time of the Company's ownership to ten years after the completion of the line might possibly be to affect the financial position of the company and prevent them from disposing of their stock shares in the market at a reasonable rate, and perhaps throw back or retard the commencement of the work. These then are the principal contents of the contract as embodied in the Bill before the chair, and it now remains for the House to say whether it will ratify that contract or not. He (Mr K) believed that in accepting the terms in the contract now before the House, the country was making a good bargain, or at least the best that was ever made, and such as will in time be a blessing to the country and redound to the honour of the Legislature. Other colonies which have outstripped us in the race of life have only done so through the development of their natural resources and the inducement and the inducements they held out to immigrants by means of Railways. Look for a moment at New Zealand and the rest of that vast Australasian continent and see what Railways have been the means of doing for them. For these reasons and for others which he had not time to refer to-night gave his assent to the contract proposed for the acceptance of the House. He regretted that the atness of the hour prevented his going more fully to the incorporating clauses of the charter, but in the course of the debate he hoped to have another opportunity of showing the fallacy of the arguments advanced by those who have opposed it. They have, no doubt, been actuated by honest and fair intentions, and he believed that time, the great analyst of everything, will bear witness to the incorrectness of the views they have expressed upon this matter.

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.
By Roberts—Mr. G. W. R. HIERLBY.
Heart's Content—Mr. M. MOORE.
Bell's Cove } -Mr. Richard Walsh, Post Office Little Bay.
Little Bay }
Twillingate—Mr. W. T. Roberts.
Fogo—M. Joseph Reddel
Tilton Harbor—Mr. J. Burke, Sr.
King's Cove and Keels—Mr. P. Murphy,
Bonavista—Mr. P. Templeman
Catalina—Mr. A. Gardiner.
Bay des Verdes—Mr. James Evans
Collier—Mr. Hearn
Conception Harbor—Mr. Kennedy
HARBOR MAIN—Mr. E. Murray.
SALMON COVE—Mr. Woodford
HCLYROOD—Mr. James Joy.

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"Honest labor—our noblest heritage"

CARBONEAR, JUNE 24.

Holloway's Pills.—This purifying and regulating medicine should occasionally be had recourse to during foggy, cold, and wet weather. These Pills are the best preventive of hoarseness, sore throat, diphtheria, pleurisy, and asthma, and are sure remedies for congestion, bronchitis, and inflammation. A moderate attention to the directions folded round each box will enable every invalid to take the Pills in the most advantageous manner they will be taught the proper doses, and the circumstances under which they must be increased or diminished. Holloway's Pills act as alteratives, aperients, and tonics. Whenever these Pills have been taken as the last resource, the result has always been gratifying. Even when they fail, the cure, they always assuage the severity of the symptoms, and diminish the danger.

EXCURSIONS

With the tardy opening of the summer seasons comes the announcement of various contemplated excursion parties, principally from the capital, to the Bay metropolis. Whilst heartily approving of the spirit which has originated these excursions, as so many sources of national enjoyment, healthful recreation and social union to the various classes of our people, we cannot at the same time shut our eyes to the imminent risk and peril to which the lives of so many are exposed, from the want of due care and vigilance in the provision and perfection of arrangements so essentially necessary to guard against the probable consequences of unforeseen accident or calamity, should such unfortunately occur during the outward or return voyage. This is indeed a matter to which we have often given serious reflection, but refrained from expressing our views thereon, looking as we naturally did to the decided expression of public opinion, as the source whence a timely and effective remedy would be applied to the connection of an evil so imminently disastrous in its results to the interests of society. However, seeing that year after has passed, without the slightest indi-

cation of any movement in the direction referred to [such no doubt being the result of that immunity from serious accident with which we have happily so long been favored] in view of the recent calamity which has carried sorrow and desolation into many a happy home of the province of Ontario, we would most earnestly call the attention of our authorities to the subject, in the hope that such action may be taken as may tend at heart to the protection of our people from the probability of similar misfortune or calamity. The question is one which might no doubt require considerable time and attention in the consideration of the details necessary to a well matured and perfect arrangement, but as the public exigencies connected therewith are immediate and imperative, we would suggest such temporary measures of inspection of the steamers engaged in those excursions as would meet present requirements, by the limitation of the number of passengers and the provision of boats and life saving apparatus adequate to the requirements of all on board. These suggestive hints we throw out in the interest of our public and for the benefit of whom it may concern.

On Monday evening last, at half-past six o'clock, the members of the Volunteer Fire Brigade assembled at their hall for the purpose of going out to practice. After all preparations had been made the Company proceeded down Water Street to Harbor Rock Hill, putting on several streams of water on the way down, which proved very successful and reflected great credit on the several members present at practice, every man was in his own place, and prompt to obey the order of the Director. After putting on a heavy stream of water at Harbor Rock Hill the Company proceeded to the other end of the town, putting the water with great ease over the highest houses on Water Street. They afterwards retired to their hall for the purpose of holding their usual quarterly meeting. The Company wore their new uniform which reflects great credit on the makers, as they were all good fitting and becoming suits. We wish this Company every success and hope soon to see some of the Insurance Companies who effect policies in this town lend a financial hand to this indispensable body and give them a chance to partake of the amusements and advantages enjoyed by all other organizations. We have every reason to believe that the Honorable John Korke is strenuously endeavoring to further the interests of this organization.

Correspondence:

To the Editor of Carbonear Herald.

Dear Sir—Can you, or any of your numerous readers answer the following question.—"Why is there not a public clock, or even a bell, to ring at a given hour to enable publicans and others to have correct time, or to serve as a guide for all. And if a Magistrate can fine a publican for having his store open five minutes after the time, according to a policeman's watch, and it be the right time by the publican's

clock, and further, how can any man swear to the correct time by a watch, which perhaps belonged to his grandfather, or great grandfather, and handed from generation to generation, when he have nothing to correct it, such have been the case, a publican was fined for his clock not keeping time with the policeman's watch. Are policemen are supposed to tell publicans when the closing hour comes or are the supposed to stand outside the door and watch for five minutes, as have been done in this town.

I am, Sir, Your inquisitive friend,

QUERY THE 1ST.

[We cannot inform Query the reason why there is not a town clock in this town, but we suppose it is because it have never been looked for. The want of one is very often felt by many, more especially in the winter season when the mail closes at 8 o'clock, and a quarter of an hour difference in time at that early hour might be the cause of you losing the mail, and as regards publicans, they have no correct time or protection at all.

Your second question we cannot answer, as it would be a question for a lawyer to decide; but this we can inform you. "The Magistrate very often does things he is not justified in doing if matters were handled properly against him."

Your third question we can only answer by saying—"That no man can swear to the time by a watch, no matter what its qualities may be, that is not regulated every twenty-four hours, and it is questionable whether any Magistrate is justified in taking such oath.]

Local and other Items.

The Rev's S Flynn, P.P., Fortune Harbor, W Veitch P.P., Kins Cove, and Rev R M Sheehan visited this town within the past week.

The brigantine Augusta, from Cadiz, and barquentines Willie Glen and Pet from Figueira, have arrived at Harbor Grace with salt.

A banking schooner belonging to Mr Snelgrove, of Catalina, arrived and batted here on Wednesday. She landed, a few days since, 400 qtls dry fish at Catalina.

A telegram received yesterday afternoon gave news of the schooner R. J. Hart, (J. W. Stewart's) bound to Labrador, having been lost in the ice off Cape St. John. All hands saved and landed at La Scie.—Newfoundlander.

The brigantine Islay, Capt Curtis, which arrived at Harbor Grace on the 14th inst reports having seen in the mouth of the Bay, very large shoals of caplin and fish, whale in large numbers were also seen, and which no doubt were driving the fish and caplin in. The Islay was 33 days out, from Exeter, and experienced very rough weather on the voyage.

As a public man, the hon Ambrose Shea sustains an exalted position in the estimation of the community, of every shade of opinion—in the estimation of everyone, indeed, capable of forming a judgment—as any man anywhere in public life would covet to possess;—and acknowledged by all as bringing to the consideration of public matters an amount of penetration and tact combined, not generally possessed by the majority of representative men. Patriot.

In giving publicity to the above, it may not be out of place to add that the gentleman alluded to is buying green fish from our fishermen, giving them cash for their catch.—Times.

The steamer Iceland, Capt Bailey, arrived at Harbor Grace from the Labrador on Sunday last. The Iceland left Harbor Grace on the 6th of June, and on Wednesday arrived at Chimney Tickle, land d freighters at this place and proceeded to Grady, and from thence to White Bears, arriving at the latter place on Friday June 10, and after landing freighters and goods took on board a considerable quantity of fish which had been left on the coast all the winter, and on her way up called at Grady and Chimney Tickle. Captain Bailey reports having passed a very heavy string of ice E & N. E. of Grey Islands. All the crafts were getting down but very few had arrived at their destination. There was no sign of fish or salmon up to the time of the steamers leaving.

An excursion party will visit this town on the 29th inst.

Messrs. Tucker & Cameron are buying up and making green fish in large quantities. We wish this enterprising firm every success in their new business.

The very Rev. D. Falconio received a telegram from the Rev. B. McDonald, P. P., Pictou, stating that he have been declared "Bishop of Harbor Grace." The Rev. D. Falconio will proceed by special invitation to His Lordship in Pictou, where he will be consecrated.

Peach, the Grocer, alias the pump and spy is hereby offered a reward of two cents worth of sweets to mind his own business for twenty four hours and to let two persons pass out of the shop without asking them questions, if servants, about their masters business, if not, about some other persons. This wont work now Peach, you are getting too well known and more obnoxious every day.

Several Methodist Ministers who came here for the purpose of attending the district meeting left on Monday for St John's to attend the Conference. The Rev Mr Jackson also left for St. John's on Wednesday for the purpose of being ordained at the meeting of the Conference. A full account of the Ordination service will appear next issue.

No! we don't know the Magistrate's business to St John's, we are certain we won't be long so as sly as he kept it, but this we do know, and say it boldly. "That if I L McNeil, Esq, returns as Poor Commissioner after the undeniable facts brought before the Government's eyes, they will be minus one district at the coming election." Of course we are all aware that he got a Government knock over his delicate little knuckles. But that don't amount to anything. It is very hard to keep an old horse from kicking when he got the fashion of it. We will probably give particulars next week, when we will ask Joe a few questions, one of which shall be if he could mind his own business for a few days while we would be mending our own.

A CARBONEAR Correspondent says: "Trade has been unusually dull this season, and as a result several young men have left for the United States and Canada. Others contemplate leaving by the next opportunity."—Telegram.

The munchausen of the Evening Telegram published the above item in his journal of Friday last. We expect that man of thoughts had been hard pushed for an item to fill that particular corner, and to enable him to procure the same he was obliged to draw on his imagination and the above is the contents of the draft. A Carbonear correspondent, aye? No! sir, no Carbonear correspondent could give you such information, as up to that date there was not one young man left for either of the places above referred to, and the times have often been worse than they were this spring. Yes! and you may recollect them worse yourself when a certain gentleman let his dwelling and put the key under the door leaving a few books to pay the rent. They were worse then, were they not. No more imaginary articles on this time-honored and historic town please.

FISHERY NEWS.—At Bonavista and Catalina the fishery up to the present date is better than for many years past. At Hearts Content and neighborhood, boats catch from one quintal to two and a half qtls per day. All down the North Shore the fishery reports are very favorable, and on Thursday and Friday last some boats got as much as three qtls, but on Saturday and Monday the catches were not as good, on Tuesday the catch increased, and on Wednesday from West tern Bay to Carbonear was good, we did not hear from the lower part of the Shore since Tuesday, but we have reason to believe the catch continues good. In the neighborhood of Harbor Grace the people are doing remarkably well since the caplin struck in. Reports from the Island yesterday

states that the past week the ten years ba

By T

Archbishop Mc ed yesterday, exp are preaching rev

Advices from In there are more se The Anglo-Fre nearly completed commercial treaty An explosion o British war-ship while preparation pedo practice. and several sailor Arrangements French capitalists between Canada The French Tunis; while pas Mar-eilles, remov ecutecheon. A ensued, during w killed and many Dynamite bags under the Canal The Conservati the Nova Scotia. At Pictou they h and at Colchester

The third claus been passed; th coming more to Rioting still c eight have be wounded.

Russian troops conflict with Ch The New York ventioned the overcursion steamer

BIRTH.—At the 10th inst. Thompson, of Telegraph Staff

Married.—A Rev M Hauly, Western Bay, William Toi Northern Bay—copy.]

We wish pusses that we the sentiments

The

Itis peculi sleeps when lit on her way to fire.

The horse of Grace (profess week in July. girls to remain venomous.

A PRETTY own she's got a "Yes, I'll grand never made ha on me as the o

We would b any man in N ing tobacco. kiss him anyw him for our ve

QUERY—Ho main only a S Dry Goods St they get the gr AN-WER—B Sharpe.

George Mu sires to inform Grace that h John's about t the purpose of resides there.

We wont fo grand receipt town with any ties. We hop purse this tin stand for his standing for h

Johnny O deliver a lectu bor Grace on 29th, subject on Prescott S man who att with a flask an

Her lips we! By autumn! "Some people By pressing The meaning o The lover d And so be cla And glued l

states that the fishery for the past week than it has been for ten years back.

By Telegraph.

HALIFAX, June 20. Archbishop McCabe, in a pastoral issued yesterday, expresses that ecclesiastics are preaching revolutionary doctrines.

Advices from Ireland state that affairs there are more settled.

The Anglo-French Commission have nearly completed negotiations for a new commercial treaty.

An explosion occurred on board the British war-ship Monarch on Saturday while preparations were going on for torpedo practice.

Arrangements are being made with French capitalists for a line of steamships between Canada and Brazil.

The French troops returning from Tunis, while passing the Italian Club at Marseilles, removed the crown from the escutcheon.

A disturbance immediately ensued, during which three persons were killed and many wounded.

Dynamite bags have been discovered under the Canal Bridge, St Petersburg.

The Conservatives were victorious in the Nova Scotia elections on Saturday.

At Pictou they had a majority of 223, and at Colchester 432.

HALIFAX, June 21. The third clause of the Land Bill has been passed; the Land League are becoming more tolerant.

Rioting still continues in Merceilles; eight have been killed, twenty-three wounded.

Russian troops assembled at Kasbgai; conflict with Chinese anticipated.

The New York authorities have prevented the overcrowding of Sunday excursion steamers.

BIRTH.—At Heart's Content, on the 10th inst., the wife of A. A. Thompson, of the Anglo-American Telegraph Staff, of a daughter.

MARRIED.—At Northern Bay, b. Rev M Hanly, Mr William Fahcy, of Western Bay, to Mary, daughter of William Tobin, Esq., Merchant, Northern Bay.—[Boston papers please copy.]

We wish it to be understood by all parties that we are not responsible for the sentiments of the Wasp.

The "Wasp."

It is peculiar how sound a man sleeps when his wife crawls over him on her way to the kitchen to make a fire.

The horse stinger will visit Harbor Grace (professionally) about the first week in July. We would advise the girls to remain in doors as his sting is venomous.

A PRETTY FOOT—"Well, you'll own she's got a pretty foot, won't you?" "Yes, I'll grant you that, but then it never made half as much impression on me as the old man's."

We would back J—k B—d against any man in Newfoundland for chewing tobacco. How can his better half kiss him anyhow? We wouldn't kiss him for our weight in gold.

QUERY—How is it that Clerks remain only a short time in a certain Dry Goods Store in St John's before they get the grand bounce.

ANSWER—Because the boss is very Sharpe.

George Mugford, Esq; D. F., desires to inform the people of Harbor Grace that he will be leaving Saint John's about the middle of July for the purpose of seeing his aunt who resides there.

We wont forget to give Tom K a grand reception should he visit this town with any of the excursion parties. We hope he wont forget his purse this time; because we wont stand for him; in fact were tired standing for him.

Johnny O—t, Esq., D. F., will deliver a lecture in Kerry Lane, Harbor Grace on the evening of June 29th, subject "Reminances of a night on Prescott Street." Every St John's man who attends must be fortified with a flask and a pipe.

Her lips were like the leaves, he said By autumn's crimson tinted "Some people autumn leaves preserve By pressing them," she hinted. The meaning of the gentle hint The lover did discern; And so he clasped her round the neck And glued his lips to her'n.

Maurice says "any man in want of cheek can be supplied by him at a trifling cost." He has, and always had, a large amount of it; and now that the Railway is going ahead, he charitably comes forward and offers cheek enough to all, so that they may be able to face the ladies of Fox Trap bye-the-bye.

Run-em-down Jack says "if a certain young man had not left St John's when he did he would be hauled up as a vagrant. A very charitable remark indeed Jack. If you don't keep better hours than you are lately we would not be surprised to hear of the invincibles laying hold of you one of those fine nights. OWL.

Johnny O—t says "he don't see why the Wasp go for him any more than any one else." Ah! Johnny you don't forget the excursion to Bay Roberts three years ago. Little you thought 'twould ever lay in our power to apply the lash to your back. You may grin, but depend upon it our whip will make your back smart, and forget it not.

Long Bill D—y, the Kilkenny youngster, is a nice young man. Nothing pleases him more than to see a poor d—l in a scrape. Lord! how that boy gloats over the misfortunes of another. We would, however, advise him to mind his own business and not be the laughing stock of every sensible man. Ah! Bill that little game you've been trying on is rather thin.

From what we saw at the Bonnet hop in the Star of the Sea Hall on Thursday night, 16th inst., we have come to the conclusion that such entertainments are got up for other purposes than dancing. We would strongly advise all parents who have the interests of their daughters at heart, to forbid them to go to any such dancing assemblies, or they may live to repent when too late. TRUMPET.

THE EDWARD'S. (St. John's) Edward the baker, the gag amongst men Edward the draper, the little jokene Edward matrimonial, who abandoned his wife Edward the landlord, full of gaiety and strife Edward the blacksmith is plain to be seen, Edward retired is the man we do mean Edward the book-keeper tall and officious Edward, surnamed Doctor, who is very vicious And the last of the Edward's is spuds, the most worthless of a.l.

A WARNING—We would advise those fast young gentlemen who are in the habit of promenading in the west end of Harbor Grace, and singing such songs as "Grandma's Old Arm Chair," "Poor Old Joe," to be careful or the Wasp may leave them a sting instead of an arm chair. They ought to have more regard for the neighborhood, especially the young stinger. We must give the "pet lamb" time to recover from his late encounter with the walking cane as it requires a rest for the wool to grow again—Be just and fear not.

At the departure of the Plover on Monday; for the northward, your correspondent took in a scene, the particulars of which he thinks are worthy of a place in the Wasp:—Two brothers of the illustrious house of D Alton, viz., Thomas and William were being deserted by their girls, who were going north for the summer to hang out of some of their poor relations. On one side of the wharf Willie folded his little Sugar Cane to his heart while tears came copiously from his eyes, on the other side Tom blurted incoherently, and thorough torn with emotion murmured, I Cant-well part from thee. To add to the picturesqueness of the scene, Pat of the moustaeh, away in the background, earnestly divided his attention between Noh's Washerman and a plug of tobacco. JACK CLAUDE.

We are sorry to inform our readers that this very gentlemanly species of the Hawk tribe that for some weeks-past has been hovering around Winsor Castle, has on account of the absence of his tender cheek, flown to the metropolis to hide his sorrow and seek for consolation there. We heartily sympathise with this high-plumed gent and hope he be long that he may join his salt water companion and warble their sweet notes on the shores of Cod.

ADVERTISEMENTS.

BOWDEN'S Sewing Machine Depot SAINT JOHN'S.

Just Received ex. s.s. Nova Scotian a choice lot of new Hand

Sewing Machines, Manufactured by the Britannia Sewing Machine Co., England. OF THE SINGER PATTERN.

These are the First lot of HAND SEWING MACHINES ever imported, and contains improvements controlled by no other machine.

SAMPLE may be seen at Mr. JOHN FOOTE'S

CALL AND SEE THEM.

An entirely new Machine of American Manufacture will shortly be introduced

"THE LIGHTNING SEWER."

The New Wilson Oscillating Shuttle Sewing Machine

Orders Received by JOHN FOOTE, Agent, Carbonar

IMPORTANT TO PURCHASERS

QUICK SALES & SMALL PROFITS.

E. J. BRENNAN'S Grocery & Provision Store HARBOR ROCK HILL, CARBONAR,

THE Subscriber begs to inform his friends and the Public that he has

OPENED A Grocery and Provision Store, and offers FOR SALE a large quantity of

GOODS AT LOWEST CASH PRICES

- Flour No. 1.....£1 15 0 Flour No. 2.....1 13 0 Bread No. 1.....1 5 0 Bread No. 2.....1 2 0 Butter in 20 pound tubs.....0 1 2 Butter in 40 do.....0 1 1 Tea—extra.....0 2 6 Tea—good.....0 2 0 Sugar, brown.....0 0 5 Sugar light.....0 0 6 Kero-sene Oil, per gal.....0 1 7 Boy's and girl's faced boots.....0 7 6 Men's three quarter boots.....0 13 0 Men's E. S. Boots.....0 10 0 4 bottled Cruets.....0 4 0 3 bottled Cruets.....0 3 0

And a lot of CUSHIONS, PICTURES and sundry other articles.

Also a quantity of Cheap DRY GOODS.

All parcels sent to any part of the Harbor.

E. J. BRENNAN

48 WATER STREET, 248

UNION COFFEE HOUSE —AND— DINING SALOON

ANDREW LENNOX MANAGER AND PROPRIETOR.

MEALS served at all hours and at lowest prices. Perfect satisfaction guaranteed. Remember the sign of the COFFEE POT, No. 248 Water Street, St. John's.

ADVERTISEMENTS.

NEWFOUNDLAND TO MARINERS

NOTICE is hereby given that the Harbor Light on Rocky Point, at the entrance of Harbor Briton, Fortune Bay, has been burned down.

Steps will be taken to replace it as soon as possible.

Due notice will be given when the new Light is ready.

By order, JOHN STUART, Secretary Board Works.

Board of Works Office, 13th June, 1881.

UNION BANK OF NEWFOUNDLAND

THE ANNUAL GENERAL MEETING of the Proprietors of this Company, pursuant to the Act of Incorporation, will be held at 12 o'clock on Saturday, 18th June, inst., at the Banking House in Duckworth Street, for the purpose of electing Directors, and for the despatch of business.

(By order of the Board) JAMES GOLDIE, Manager.

FOR SALE

That piece of land situated on the south side of the main Brook of Carbonar, and measuring from North to South seventy four yards, and from East to West thirty nine yards. Bounded as follows:—On the North by the main Brook, on the South by property of Timothy Morea, on the East by William Morea, and on the West by William Pumphrey.

For further particulars apply to.

MRS CRAMM, Harvey Street, Harbor Grace

(Or to E J BRENNAN, Carbonar

CRAWFORD'S Temperance Dining Saloon

140 WATER STREET, (Opposite Messrs. Job, Bros., & Co.)

Teals, Refreshments to order

Our friends from the Outports would do well to call should they get hungry in the City. June 3.

HARBOR GRACE STOVE DEPOT

Glass and Tinware Establishment.

(To the east of Messrs. John Munn & Co

Mercantile Premises)

C. L. KENNEDY,

Begs to intimate that he has recently received a large assortment of the latest improved and very best quality of Stoves comprising Cooking, Fancy, Franklin and Fittings of all sizes English and American GOTHIC GRATES.

In addition to the above, the subscriber has always on hand—American Hatches, Harness Rings and Buckets Sheath Knives and Belts Wash Boards, Brooms, Clothes Lines Water Pails, Matches, Kerosene Oil—best quality, Turpentine, Stove Shoe, Paint & Clothes Brushes, Preserved Fruits, condensed Milk, Coffee, Soaps and a general assortment of Groceries, Hardware Glassware, Tinware etc.

American Cat Nails—all sizes—by the lb or keg. Nov.

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Tinsmith and Dealer in Stoves

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TINWARE

Of every description. Also a large assortment of

Stoves and Castings.

All orders in the above line attended to with promptitude and satisfaction.

M. J. SHEEHAN, Water Street, Carbonar.

34-SIGN OF THE GUN-134 HAWLEY & BARNES

General Hardware Importer

Have now received their spring stock

HARDWARE & FANCY GOODS

Consisting of:

ELECTRO PLATED WARE, CUTLERY GILT AND OTHERS, ANTLE AND TOILET GLASSES CHANDLER AND TABLE LAMPS, IN GREAT VARIETY.

A large assortment of, GLASSWARE, NAILS, SHEET IRON, PAINT, PUTTY, &c.

Don't forget the Address.

HAWLEY & BARNES

SIGN OF THE GUN, No. 341, Arcade Building,

ANDREOLI'S Book & Novelty Store,

HARBOR GRACE 116—WATER STREET—116,

The Subscriber offers for sale

BOOKS

PICTURES, LOOKING GLASSES, CLOCKS, TIME PIECES

LOOKING GLASS PLATES Statues, Picture Framing, STATIONERY,

And a Variety of FANCY ARTICLES, too numerous to mention.

PICTURES framed or order CLOCKS CLEANED & REPAIRED.

Outport Orders strictly attended V. ANDREOLI

NEW GARDEN SEEDS

JUST RECEIVED AT THOMPSONS

MEDICAL HALL, HARBOR GRACE

FOR 1880 FISHERIES.

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

AMERICAN NET & TWINE Co

ST. JOHN'S, No. 1

MARBLE WORKS

THEATRE HILL, ST. JOHN'S, ROBERT A. MACKIM,

MANUFACTURER OF

Monuments, Tombs, Grave Stones, Tables, Mantel Pieces

Hall and Centre Tables, &c

He has on hand a large assortment of Italian and other Marbles, and is now prepared to execute all orders in his line.

N. B.—The above articles will be sold much cheaper than in any other part of the Province the United States

From First Page
 tee should have explained themselves in reference to this matter. I do not see that any explanation is necessary beyond the Report which explains itself. They have discharged their duty in presenting their report to the House. The conduct of the Select Committee has certainly been pretty severely criticised and the Committee itself, as it were, sat upon by two hon and learned gentlemen opposite. The objections so far raised by hon and learned members I consider, have been fully met by the hon Premier and the hon member Mr Mackay. Unless, therefore, some new matter is advanced there remains, to his mind, nothing to be explained. The first objection put forward is that the Committee had no right to sign this contract. Surely the hon Speaker must admit that under the last Resolution ample authority was given to this Committee to act as they have done. Still the signatures are not binding upon the country until the assent of the Legislature is first obtained. I may say, as a member of that Joint Select Committee, that whatever responsibility may attach to my signing that report, and that contract, I am fully prepared to bear it, and justify my conduct before my constituents. I think further, that if the contents of that contract are fairly criticised and without prejudice, hon members will find that they will answer all the requirements of the colony and the wishes of the people. The proposition of Mr Blackman had been deemed the most favorable one, and was sent to the Select Committee as a basis for negotiation, and as the hon member for Burgeo and LaPole had said, Mr Blackman's proposition had been departed from in on y four instances (Mr. K.) would now simply say that nothing was conceded to Mr. Blackman wherein the colony did not receive an ample *quid pro quo*. Turning to the first section of the contract it would be found that the Syndicate Company covenant and agree "to locate, construct, equip, maintain and continuously operate in an efficient and safe condition as their sole property, three hundred and fifty miles of Railway in the Island of Newfoundland." Here there was no ambiguity of language. Nothing could be more simple and at the same time ample. It had been said by some hon members that a mere fall of snow might be taken advantage of by the Company to evade their liability for continuous operation. There were times during the winter months when it would be absurd to expect operations to be continued, but so far as it was possible communication would be kept up with the great northern mining regions during the winter months. An additional safeguard too was placed in the hands of the Government in making the various sections of the road subject to the approval of the Government Engineer. This engineer would be our servant and have our interest at heart and not the Syndicate Company's. (The hon gentleman here read sections 2 and 10, and continued.) The Railway was not only to be "substantial and efficient," but subject to approval. And in the event of any dispute arising between our servant and the company the usual equitable arrangement for arbitration was made. Thus it would be seen that the comfort and the safety of the public were carefully conserved, and that it was not left to the company to say what amount of exertion must be used for keeping the line unobstructed, but a standard by which their exertions could be measured was laid down. Fault had been found with some of the terms of Sec. 12, having reference to mail, and it had been said that there should have been no uncertainty upon this point. The Select Committee had carefully considered this matter and it was deemed expedient to enter into any contract because of unexpired contracts for the carriage of mails which were still running, and any contract entered into with the company might have saddled the country with double cost. Under all the circumstances the Committee believed that by making the provision they did they were pursuing the best course. It had been said by some hon gentlemen that the subsidy of \$180,000 covered the cost of the carriage of mails. We were distinctly told by Mr Blackman that the subsidy was to pay the interest on the money necessary for construction. Every railway company in the world is paid for the carriage of mails. The 14th Section was an important one. He (Mr K) would direct attention to the language of this section and ask if anything could be stronger or more equitable. No escape from the terms was possible by the Company, for the subsidy was to be paid upon the "continuous, efficient operation." What safer arrangements could be conceived of by any reasonable mind? Every contingency was met by the penalty for the forfeiture of the subsidy, for this was the interest upon the outlay, and the shareholders would take every possible care that by no fault of theirs, could that interest be forfeited. The sections respecting the grants of land to company had been commented upon by hon members. He regarded it as evidencing a most considerate attention upon the part of hon members when they directed attention to this as well as other points. The Company were to get grants in fee simple of 5,000 acres of land for each one

mile of Railway completed, which grants were to be made upon the completion of each section of five miles. There was an ambiguity about this section; when five miles of railway were completed, not commenced, and when it had been approved by the Government engineer, the company were entitled to twenty-five thousand acres of land in fee simple. Did it recommend itself as a position within the bounds of possibility that any company were going to complete five miles of Railway to the satisfaction of an adverse engineer merely to become the possessors of 25,000 acres of land? Five miles of Railway completed would cost at the rate of \$16,500 per mile at the least, or, according to Sandford Fleming \$23,000 per mile. Thus if we assume that the land was the object of the Company's desire it would be found they would be paying \$82,500 at the least for five miles of land, a position which carried absurdity upon its very face. Mr. Blackman originally proposed to take the land in alternate sections along the line where it could be obtained, and fault had been found with the Committee for permitting the Company to reject barren or swamp land. He [Mr K] contended that this was a very slight deviation from the proposal which was sanctioned by the House, for they permitted the Syndicate Company where eight miles sections were from any cause not obtainable along the line to select its land from Crown Lands elsewhere. Now in return from this concession to Mr Blackman the Government were conceded almost unlimited powers of reservation. It might be reasonably asked what benefit the country could ever hope to derive from Mr Blackman being the possessor of our barren and swamp lands. He could not utilise them in any possible way. But if he owned good agricultural land these would soon become peopled by immigrants. It was admitted upon all hands that prosperity would follow the settlement of our lands. When the Western States, Canada, New Zealand and Australia were offering good lands and all the benefits of an advanced and advancing civilization to intending emigrants, we with our climate and a thousand other drawbacks must offer even greater inducements. While these considerations had been weighed by the Committee they had not failed to protect the fishing interests of the people. No grant can deprive them of the right to cut forest timber of the building of necessary craft for fuel or any other purpose. Further reservations providing for the construction of churches, chapels, school-houses &c, were made. In all these matters it was due to Mr Blackman to say that he made no difficulty, but freely assented. It had not been left open to the company to choose their lands when they thought proper. Two years after the completion of each five mile section the company must select their land. Within three years from the time of the completion of the line the company would be compelled to select all their land.

See Second Page

ADVERTISEMENTS.
NEWFOUNDLAND

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NOTICE is hereby given that the Harbor Light on Rocky Point, at the entrance of Labor Bay, Fortune Bay, has been burned down. Steps will be taken to replace it as soon as possible. Due notice will be given when the new Light is ready.

By order,
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 Secretary, Board Works.

Board of Works Office,
 13th June, 1881.

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Meals, Refreshments to order
 Our friends from the Outports would do well to call should they get hungry in the City.
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 Nov.

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 SIGN OF THE GUN,
 No. 34, Arcade Building.

ANDREOLI'S
Book & Novelty Store,
 HARBOR GRACE
 113-WATER STREET-116,

The Subscriber offers for sale
BOOKS
 PICTURES,
 LOOKING GLASSES,
 CLOCKS, TIME PIECES
 LOOKING GLASS PLATES
 Statues, Picture Framing,
 STATIONERY,
 And a Variety of FANCY ARTICLES, too numerous to mention.
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ROBERT A. MACKIM,
 MANUFACTURER OF

Monuments, Tombs, Grave Stones, Tables, Mantel Pieces Hall and Centre Tables, &c.
 He has on hand a large assortment of Italian and other Marbles, and is now prepared to execute all orders in his line. N. B.—The above articles will be sold in any quantity, and in any other part of the PROVINCE and the United States.

ADVERTISEMENTS.
HOUSEHOLD WORDS!!!



HOLLOWAY'S
PILLS AND OINTMENT.

PURITY OF BLOOD ESSENTIAL TO HEALTH, STRENGTH, AND LONG LIFE.

THE PILLS
 surpass all other Medicines for Purifying the Blood; they are available for all as a domestic and household remedy for all disorders of the
 STOMACH, LIVER, KIDNEYS AND BOWELS.

In Congestion and Obstruction of every kind they quickly remove the cause, and in constipation and disordered condition of the Bowels, they act as a cleansing aperient.

For Debilitated Constitutions and all Female Complaints these Pills are unsurpassed—they correct all Irregularities and Weaknesses from whatever cause arising.

THE OINTMENT

stands unrivalled for the facility it displays in relieving, healing, and thoroughly curing the most inveterate Sores and Ulcers, and in cases of
 BAD LEGS, BAD BREASTS, OLD WOUNDS
 Gout, Rheumatism, and all Skin Diseases, acts as a charm.

Manufactured only at Professor HOLLOWAY'S Establishment,
 533, OXFORD STREET, LONDON,
 and sold at 1s. 14d., 2s. 9d., 4s. 6d., 11s., 22s., and 33s., each Box and Pot and in Canada, 36 cents, 90 cents., and \$1.50 cents., and the larger sizes in proportion.

CHEAP DRY GOODS
 129--WATER STR T-129.
SIGN OF THE RED LAMP.
RICHARD HARVEY,
 Having completed his Fall importations is now offering them at a very low price.
 Winceys from.....2 1/2 per yard
 Sheerings.....9 1/2 " "
 Flannel, all wool.....1s " "
 Mole skin.....1s " "
 Blanketing.....1s 2d " "
 Dress Goods.....6d " "
 Ladies Felt Hats each.....1s
 " Usters.....7s. 6d.
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