

THE CARBONEAR HERALD.

AND OUTPORT TELEPHONE

Vol 2

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No 48

ADVERTISEMENTS.

THE CARBONEAR HERALD

OUTPORT TELEPHONE.
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Its Searching and Healing Properties are known throughout the world.

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ADVERTISEMENTS.

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Tea-good.....	0 2 0
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All parcels sent to any part of the Harbor.

E. J. BRENNAN.

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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. HERRMAN.
- 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 Rendell
- Tilton Harbor—Mr. J. Burke, Sr.
- King's Cove and Keels—Mr. P. Murphy,
- Bonavista—Mr. P. Templeman
- Catalina—Mr. A. Gardiner.
- Bay de L'Anse—Mr. James Evans
- Collier—Mr. Hearn.
- Conception Harbor—Mr. Kennedy
- HARBOR MAIR—Mr. E. Murray.
- SALMON COVE—Mr. Woodford
- HELVYWOOD—Mr. James Jay.

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

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HOUSE OF ASSEMBLY.

MONDAY March 21.
Continued

Hon Premier did not think the insertion of the words necessary, as they are part of the proposal of Mr Blackman.
When Mr Shea drew the attention of the Premier to the fact that they were not part of the formal proposal before the House. Therefore, as they are not in the formal proposal, and as we cannot be too exact in such a grave matter he thought it would be proper to adopt the suggestion of the hon member for St John's East.

Mr Little thought the words should be omitted, as their introduction might warn others from making any further proposition. We should leave that matter open at present, and not insert anything that would bind us either as to amount of subsidy or concessions of land.

Mr Scott—As there are two or three proposals before the House, he agreed with the hon members Mr Shea and Mr Tessler, that the insertion of the amount we intend to give would perhaps avoid any further question or complication. He would not be prepared to give his vote for a larger sum without an appeal to the people. He would like to know if the House is obliged to accept the narrow gauge Railway. He did not see the necessity of binding ourselves to any particular gauge at present.

Hon Mr Shea thought the observations of the hon member Mr Scott very just, and was glad that they had been made. There existed a good deal of difference of opinion both in the colony and out of it as to the relative merits of the different gauges. Upon this subject he had not made up his mind. The only strong argument in favor of the narrow gauge was that any other road would be beyond our means.

Hon Receiver General wished to offer a few remarks upon the subject before the House. Since the railway was initiated across the Island by Mr Sandford Fleming had looked forward to see the construction of a road such as is now contemplated to connect the northern and western bays of the country. We have now arrived at the happy time when practical steps are being taken to construct the road. We have received proposals from two Syndicates. When Mr Plunkett stated that the cost of such a line to the colony would be from \$260,000 to \$280,000 a year, he hesitated; as it was far beyond our means. Upon the evidence of Mr Boyd, of New Brunswick, whose opinion on these matters is second to none, that a narrow gauge railroad would better suit our require-

ments, he immediately fell into line. When Mr Blackman's proposal was first submitted to the Government he judiciously hesitated; and the result of their delay is that he has greatly modified his original terms, saving a million of dollars and five thousand acres of land to the colony over and above the first offer. The little delay in accepting the proposals or either of them hitherto had been unproductive. He would have liked to see the land grant still further reduced, for the time would surely come when we would regard our lands as very valuable. If we desired a peasant proprietary which was the most satisfactory manner in which our lands could be held, we should regret every acre of land thoughtlessly parted with. When we are called upon to pay the annual subsidy, say in three years time, he anticipated that we should have such an increase of population from natural causes and from immigration needed for the working of our mines, as will contribute an amount to the revenue sufficient to pay half the subsidy. The remaining half, viz., \$90,000, will be an annual tax on our people of about 50 cents per head. Of course there is a certain element of speculation in the Railway as in all other human projects. But one element of certainty there is at least in the prospect before us: this is that with the development of our mineral and agricultural resources will concurrently spring up a large thriving, contented, and happy population.

Mr Parsons felt it would be improper for him, representing an important constituency of this country, if he failed to express his views upon this important matter. The Railway project would either immortalize the Premier, or forever blast his political reputation. If the Government were in this project making an effort in good faith to meet the growing requirements of the people, they deserved and would get the support of the independent members. If he (Mr P) were thoroughly satisfied that this was not a mere chimerical scheme of the Government, to give them another four years tenure of office, he would go with them heart and soul. If true patriotism and a desire for the welfare of the people was the mainspring of their actions, they were deserving of praise, and as far as he was concerned they would get it. Could it be that there was any foundation for the rumor that connected this question with that of Confederation? If such were the case obloquy and reproach would be heaped upon them. In his advocacy of the railroad there was one thing he demanded, and that was immediate action. Delays were dangerous and they were often fatal. The people wanted work, and they wanted it now, not twelve months or two years hence, but now. It appeared to him that if there was to be delay we should neither accept neither Blackman's nor Blunkett's offer. He did not propose at this time to review the arguments of hon members who had undertaken to show the subsidy could be met without additional taxation. He believed any such arguments to be more or less fallacious. It very rarely happened that taxation was reduced, except where a protective tariff became modified. It was much more likely to be increased. He supported the hon the Premier in this matter because he believed he was sincere and trying to do his utmost for the elevation of the working classes. He had done more for the colony than any other Premier that we have ever had, and if he carries through this project he will be honored in the colony for all time to come. In this matter he is supported by the voice of the people, and while any Premier had the people at his back he need not fear for support.

Hon the Premier was sorry that the hon member for St John's East, Mr Parsons, should mix up politics with the question before the chair. It is one of those questions in the consideration of which every member should rise superior to mere party considerations and look at it and discuss it from the broad platform of the country's welfare and advancement. He deprecated too prolonged discussion. It will be necessary to communicate with the Syndicate in New York, and then the Agent has

to come to Newfoundland. All this cannot be done in a day or a week or a fortnight, and we cannot say how long the negotiations about the details will take, but certainly we cannot hurry through the signing of the contract without having fully considered minutely every detail and provided for every circumstance that might hereafter arise affecting our vital interests. Mr Parsons was consoled with the reflection that the time would come when he could look back with placid contempt upon his detractors and see the ablest refutation of these slanders and criticisms in the accomplishment through his efforts some great and beneficial works for this the land of his adoption. God being his helper, the time will assuredly arrive, and that, he believed, very soon, when it will be known that these vulgar attacks are prompted by those whose class interests he was unwilling to serve to the prejudice of the whole country. Time, the unflinching solver of all questions, will prove whether he had not the true interests of the country at heart in this and other matters.

The Committee then rose and reported progress, and asked leave to sit again on Wednesday.

The reports was then received and ordered accordingly.

Upon motion of the hon Receiver General, the Revenue Bill was read a second time, and ordered to be committed to-morrow.

The house then adjourned till Wednesday next at half-past three o'clock.

WEDNESDAY, 23rd March.

House met pursuant to adjournment at half-past three o'clock.

Hon Mr Rorke presented a petition from James Howell, of Carbonear, praying for compensation for loss of his property by fire in that town in October last, which he requested should be read. The hon gentleman observed that he could testify as to the truth of the statements contained therein. The petitioner had suffered very severely. His clothes, tools and other property to the extent of £100 were completely lost, leaving him dreadfully impoverished, and taking away his entire means of support.

DOCUMENTS LAID UPON THE TABLE.

Hon Receiver General by command of His Excellency the Governor, laid upon the table of the House the following documents—

Return of Imports and Exports to and from the colony for the year ending 31st December, 1880.

Return of number, tonnage and crews of vessels, Foreign and British, entered and cleared at each port in Newfoundland for the year ending 31st December 1880.

Mr Scott presented a petition from C. Alsop and others, of Kenmount and Topsail Road, praying that the road by way of Kenmount connecting with Freshwater and Topsail roads might be completed it would shorten the line to Topsail and be of great benefit to the Farms of the Freshwater valley in getting wood and manure.

Mr McLoughlin begged to support the prayer of this petition. He trusted the Government would take this view of the matter.

Hon Surveyor General presented a petition from Richard Rodway and others of Beau Harbor, praying for a grant for the erection of a public wharf there; he also presented a petition from James Whelan and others of Great Placentia, praying for the construction of a Railway in Newfoundland.

Mr Kent presented petitions from Terence Kielly and others of Torbay, and from William Dwyer and others of Logy Bay, praying for grants of money to construct and improve roads.

Mr Parsons supported these petitions.

Mr O'Mara presented a petition from James Lahey and others, of Belle Isle, praying for a grant of money to erect a landing place at Scrape there.

Mr Parsons presented a petition from Robert Malone and others, of Torbay on the subject of roads.

Hon Receiver General moved that the House do on Friday next

See fourth page

Continued from fourth page. The insufficiency of the codfishery as a sole industry. Then the mining industry of the north had contributed largely to relieve unemployed labour. Increased activity in shipbuilding fostered by Government bounty had given considerable employment and thus our people had been able to exist. But it was a mere existence holding out no hope for the future. Apart from the project now under consideration of the House the outlook was most gloomy. In the future our children would be born to an inheritance of inevitable exile! No possibility of living within the country, a home must be sought in other lands. Having regard to the character of our trade, and the improbability of becoming independent, what inducement had the ordinary fishermen to work hard at his calling. As a matter of fact the fishery was not prosecuted with zeal and vigor, because the fishermen had a long uphill fight to gain a hand to mouth existence. He had little or no hope of bettering his condition. Inspire him with such hope; find employment for the unemployed members of his family, and you make a new man of him; he then will have received energy and fresh spirit, he does his work well because the future is full of hope for him. He believed the project under consideration would meet the most crying wants of our people. Unless some means were found to meet the wants of our people, assuredly great difficulties surrounded them. Like the people of Israel in the wilderness, ruin seemed inevitable. When this railway project was first mooted, we held our breath as we thought of the grave responsibilities attending such an undertaking. But the cry of the people was heard—for they rose in their might—and gradually the project assumed shape, culminating in the proposals now on the table of the House. With the permission of the House he would read a short extract from a speech of Senator Boyd at Ottawa, relating to a railway syndicate surrounded by circumstances analogous to our own.

To be Continued.

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Catalina—Mr. A. Gardiner.
Bay de Ferds—Mr. James Evans
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"Donest labor—our noblest heritage"

CARBONEAR, APRIL 29.

THE RAILWAY. Report of Joint Committee.

The report of the Joint Committee on the Railway, embodying the contract, charter of incorporation and other documents having reference to the same subject was laid before the House of Assembly on Monday last, by the hon the Premier, as Chairman

of Committee. And at the very threshold of its presentation the report has been made the subject of rather strong animadversion on the part of certain hon members, the hon Speaker and hon Mr Winter having taken occasion in committee to refer to some of the provisions, as being in their opinion, anything but conservative of the interests of the colony. The remarks of these hon gentlemen delivered during the evenings of Tuesday and Wednesday last, have elicited some able and effective replies from hon members, such as Mr Mackay, Mr Shea and other hon gentlemen favorable to the report. The debate on this important subject, thus interesting at its inception still continues to occupy the attention of the House and to absorb and engross the almost undecided interest of the public who feel deeply interested in the issue involving as it does, such serious results to the general interests of the colony. Since the printing of the report and accompanying documents [all of which we shall have the pleasure of placing before our readers in due course] we have had an opportunity of perusing the same, and although not exactly favorable to some of the provisions, still upon the whole, we look upon the proposed arrangement, as one calculated materially to conduce to the promotion and advancement of public interests. Looking to the present position of the important subject in the legislature, the expressions of opinions which it has thus elicited on the part of hon members, and the time that must necessarily be occupied in its further discussion, we feel assured that another week must elapse before a final decision is arrived at in the Assembly. In the meantime, having due regard to the serious interests at stake and to the grave and onerous responsibility resting upon them as the custodians of public interests, we sincerely trust that the representatives of the people, guided and directed by a true spirit of enlightenment and patriotism whilst manifesting due care and vigilance in the conservation and protection of those interests, will not fail to exercise a wise and judicious discretion, in securing to the country the great and inappropriate advantages of railway communication. Awaiting the further progress of the important subject in the legislature, we shall reserve any further remarks for a future issue.

We received yesterday a copy of report of Joint Committee of the Hon Legislative Council and House of Assembly on the Railway project as presented to both Houses on the 20th April, 1881, from which we take the following extracts:— The main line of railway is to run from St. John's to Hall's Bay, connecting with North-West Arm, Random Sound, with Clode Sound, and crossing Exploits River near Bishop's Falls. The branch lines are to be from the main at points near Hodge-Waters and Spread Eagle Peak, to Clark's Beach or Brigus, and to Harbor Grace, and extending to Carbonear, when the necessary arrangements have been made. This latter extension being proposed under a special reference from the Legislature since the Committee was formed with its instructions to limit the branch to Harbor Grace.

The gauge of the road to be three feet six inches. The construction of the road is to be completed within the period of five years. The Company bind themselves to build a substantial, reliable and efficient road, subject to approval by a Government Inspector. The Company advance all money and incur all the risks attendant on the construction and maintenance of the road, and as on its efficient operation of the payment of the annual subsidy is made dependent, a regard for their own interests must insure the construction of such a line of road as will fulfil the conditions on which alone the subsidy is obtainable. It was necessary in all the negotiations to bear in mind the special nature of the present contract; and, involving no risk of outlay on the part of the Government, it seemed to the committee that the undertaking of the company should be left as free as possible from restraint or interference beyond what was necessary for insuring the safety of the travelling public. The wages of laborers are made payable monthly and securities taken in this respect. The corporation shall have existence for ninety-nine years. Each first-class passenger will be allowed to carry baggage to the extent of eighty pounds in weight, and each second-class passenger fifty pounds; and all baggage in excess of the above weights shipped by a single person shall be charged for at express baggage rates by the company. The charge for transportation of freight shall not exceed (30) thirty cents per hundred pounds on heavy articles, and (twenty) cents per cubic foot on articles of measurement, for every one hundred miles transported; and five cents per mile for first class passengers, and three cents per mile for second class passengers. Clergymen will be charged half first class fare. Special contracts may be made with shippers on their roads in regard to rate of freight, so as not to exceed the amount herein designated.

ST. JOHN'S NEWFOUNDLAND, April 18th, 1881.

GENTLEMEN OF THE COMMITTEE.— Replying to your enquiry relative to the employment of our labor for the construction of the Newfoundland Railway, I beg to say that it is our desire and intention to employ native labor as far as we can obtain it among your people for the construction of the line of Railway. We are not influenced alone in the choice of our people, because it is manifestly and peculiarly to our interest so to do, but we refer to give an opportunity to Newfoundlanders to help us to develop the great resources of their country by assisting us in laying down this important artery of its future trade.

With great respect, I remain very truly yours, (Signed) A. L. BLACKMAN, Agent for the Syndicate Company.

COPY OF TELEGRAM. New York, April 20, 1881.

To A. L. BLACKMAN.— Telegram received announcing contract signed. It is approved. F. W. ALLIN, Secretary.

To the Editor of the Carbonear Herald Carbonear, April 20, 1881.

Dear Sir,—This historic little town of ours has once more arisen from that lethargy in which it has lain for the past quarter of a century. Easter Monday being a day of merriment, in the early part of the day—the youth of the town being determined to spend 'a day off' to the best advantage—various games were resorted to, such as cricket, base ball, croquet, &c., but cock-fighting being kept over for that day, many a lad eager to enjoy that sanguinary sport, was seen surveying fowl-houses for the purpose of decaying some rooster noted for his filibustering achievements and conveying him to the field of action, there to be deprived of a more or less portion of his comb and gills, and many a bitter imprecation was heaped by the owners upon the instigators of such bloodshed. But a far greater and nobler sphere of action awaited the coming night. Toward evening may be seen arches running in all directions laden with baskets of viands and good things preparatory to the soirees, picnics, &c., of which there were several, one vying with the other in grandeur and magnificence. But one deserves to be particularized as having taken place with unusual éclat. The place selected for the occasion being that antique homestead, Spring Mount Cottage, which, with its ancient appearance and beautiful surroundings, is highly picturesque, being situated at the foot

of Bunker's Hill, the scene of many skirmish, on the right is the old Grammar school; rendered famous for its many bright graduates; conspicuously on the left is the Court House on Banerman Street, while the foreground is artistically adorned by various sorts of trees among which may be seen the Balm of Gilead, the other Poplar and even the majestic Oak, while it seems to cheat the soil by producing fruits which only grow in a more genial clime; not to speak of the various sort of flowers as "Pansies, Roses, and Daffydowns." Flowers that scent the sweet fragrant air, and watered by a crystal stream called "Mountain Spring" from which, as tradition tells us, the cottage derived its name a century ago, and is supposed to have existed since the time of Adam. Thither the guests, comprising some of the aristocracy of the town, repaired at an early hour, sanguine in their expectations of the hilarity of the coming night. The spacious room, of the old cottage were tastefully decorated with festoons of evergreens and appropriate mottoes, which reflected much credit upon its supervisors. Never in the annals of the old homestead was such a lively scene exhibited, where the hilarious dancers were reflected by the lights of the chandeliers, as in a mirror, on the oaken panelled walls. The number in which the merriment was rendered on this occasion was ecstatic with its own stirring vibrations, drenching the inmates of those anxieties which are instrumental in casting a shadow over the mind. All proceeded merrily till the hour of midnight when riotous voices were heard without, for wayward fate seldom permits such a joyous scene to pass unimpeded. The guests became awestruck, and in a few minutes later their fears were realized by the appearance of a band of rogues armed with clubs and stones and led on by the redoubtable Herin, who proclaimed loudly and emphatically that he was the noblest of the many species and not in the least degree scaly. A Council of war was held with; as to the speediest means of defence. Owing to the impenetrable darkness without it was deemed necessary to despatch scouts to ascertain the number and position of the enemy. The gallantry of the young gentlemen failed them under the trying circumstances, yet one, and only one, arose and went forth notwithstanding the danger he was about to encounter. Yes! forth stalked this graceful young knight of the Ball Room with his never failing and indomitable courage, followed by the paeagnies of the ladies, with the strongest assurances of their everlasting esteem, and expressions of their unbounded confidence that he would peg them out. And no sooner did this warlike youth strike a pugilistic attitude than the assailants were glad to beat a hasty retreat and repair to some secluded haunt there to upbraid the leader with the absurdity of such a preposterous attack. The knight of the Ball Room returned with a firm and elastic step conscious of having done his duty a true one. Valter Sa's year et Sa's reproche. On his return all was a scene of confusion. In consequence of being unprepared for a siege, articles of furniture were seized for the expressed and avowed purpose of repulsing an attack. Tranquility being at length restored dance was resumed for a short time, after which they repaired to the dining room eager to partake of a sumptuous repast and with keen appetites sharpened by the troubles and turmoil of the night, they marshalled round the festive board and did ample justice to the good things laid before them. When supper was over some appropriate toasts were given, the violinist drizzling the health of the ladies in cooler. They then returned to the dancing room where some of the latest Operatic songs, such as "Love among the Roses" "Over the Hills and far away" and "I wish my Sally could see me now," were sung with pleasing effect. As soon as the king of day appeared and dispelled the gloom of the morning, it was unanimously agreed that they would retire to their respective homes to seek refreshing and much needed repose. Never will the remarkable incidents connected with this memorable night be eradicated from our memory, but will be associated with the dearest and most pleasing reminiscences of our youth. And we confidently anticipate ere long a renewal of those amorous greetings of which we were the happy recipient at the hands of these sunservient promoters of such exquisite and delicious enjoyment. Pardon us Mr Editor for trespassing on your valuable space. We remain, &c., DABBY & JOAN.

[The above was received too late for last issue.]

Local and other Items.

Since our last issue the Government have authorized the Road Board to spend £50 for able bodied poor relief, and accordingly a number of men were sent to work on the roads and on Monday about fifty men were at work, all of whom were without food, some for two and three days, and fifty more were waiting for work with not a bit in their houses

to eat. Since then the Government instructed the Commissioners to spend fifty more, and the work is still going on very creditably and the Chairman and Inspector are kept busy watching the men, and the men watching the Inspector and Chairman.

The Annie Alice, Capt Pike, arrived from St John's on last evening with a large quantity of freight.

Much uneasiness was felt by many, Wednesday and yesterday, owing to the report here of a few members speaking very strongly against some important points in the contract, the Speakers were J. S. Winter and A. J. McNeily, but last evenings mail brought better news, and it is now almost a certainty that the Railway will pass.

In speaking of the art exhibition in St John's the Advocate says.—For the school of copying in water colors, Miss Trapnell, of Harbor Grace, stands alone, and if we are not saying too much, excels in general gracefulness of touch—her model.

The romancing editor of the Evening Telegram published on Wednesday, the following item having reference to the former publisher of this journal:—

"At present we have neither time nor space to waste in replying to the base insinuations of the characterless creature of the Chronicle. The verities of this community have long since been pronounced against him. However, if Mr Rocheford is still in need of a job, we'll employ him to 'whip the rascal naked round the world.' Many of Mr Rocheford's old friends in Carbonear say, and one in particular, assures us that the Editor of the Telegram would accept any position offered him at the time of his disappearance from this town, as he was badly in need of a job and was compelled to leave minus some old books. You can guess the rest.

Quite a lively scene, we are informed, was witnessed in Harbor Grace upon the arrival of the steamer Greenland from her first sealing trip. It appears that the quality of the flour shipped for the use of the crew of said steamer was not exactly up to their expectations, and rather than partake that which was obnoxious they stowed it carefully away (as it came up in the shape of duffs,) for the benefit of whom it may concern. As soon as the ship was moored at the wharf various hands were despatched for wheelbarrows, in which the precious duffs, (or remainders thereof,) subsequently deposited. Then followed a solemn procession of wheelbarrows and duffs wending their way slowly but surely to the magnificent residence of the Prince of Harbor Grace, in front of which three hearty cheers were given and the wheelbarrows relieved from their heavy burdens. We did not witness the grand panorama ourselves, but our informant says—"Such a sight was never seen before.—Chronicle

The Cape Ann Advertiser of the 16th says the schooner G. L. Whitman, Captain Jerome McDonald, arrived from a Grand Bank trip on Monday, having been only about sixteen days, and weighed off 61 530 lbs. halibut. On four trips this year, averaging four weeks each, the crew of the Whitman have averaged \$50 each per trip.

We understand that His Honor, Judge Piuset will arrive by the steamer Lady Glover, to-morrow, for the purpose of residing at the Court on Circuit at Harbor Grace.

MARRIED.—On the 26th inst., at the residence of the bride's father by the Rev. George Boyd, assisted by the Rev. Joseph Jackson, Albert Des-Brassy Bayle, Esq., M. D., of Charlottetown, P. E. Island, to Sophia, eldest daughter of R. Maddock, Esq., of this town.

What the Chronicle says of our much esteemed representative:— "On his recent visit to this District the hon John Korke received quite an ovation and an address of welcome and thanks for his exertions in Rail-

way matters. Carbonear themselves gentlemen.

We understand Superintendent Grammar tendered his services of As Dr Davy Colleger, and of that land; we do thout friend employ him.

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itself into Committee of the Whole on Supply.

Pursuant to the order of the day the House resolved itself into Committee of the Whole on Roads and Bridges.

Mr Watson in the chair. The Chairman of the Board of Works observed that the votes were exactly similar to those of last year no reduction being contemplated; therefore he moved the adoption of the general vote of \$105,422.80 including \$3,000 for the West Coast.

Mr Kent in reply objected to Committee proceeding further while the reports of the Inspector of roads in the East end of St John's were not upon the table of the House. These had been asked for some days ago but had not been supplied.

Chairman Board of Works explained that all he wished to pass was the gross amounts, as at present he saw no possibility of these being increased. Personally he would be glad if the Government would double the amount.

Mr Scott and Mr Parsons asked the Chairman of Board of Works if the Road Grant was not to be increased this year.

Chairman Board of Works replied that it was not the intention of the Government to make any increase in that vote at present.

After some observations from Mr Scott relative to the increase of the price paid for labor in the districts of St John's, and the necessity for a large outlay at this season in view of the increasing poverty consequent on the influx of people from the extra districts to St John's.

The Committee rose and reported progress and asked leave to sit again on Monday.

The House then resolved itself into Committee of the Whole on

RAILWAY RESOLUTIONS.
Mr Watson in the chair.

The hon the Premier moved the reading of the first resolution.

After the resolution had been read, Mr Little noticed the absence of a resolution more vitally important than any other resolution that can come before us. He referred to the necessity of one restricting anyone charged with the negotiations of the contract, from finally setting the terms without the ratification of the Legislature.

The course recommended would be more satisfactory to the House and to the country at large. He could not agree with the hon Attorney General in the wording of the resolution by which it is implied that we accept Mr Blackman's proposal. If he had not mistaken the sense of the House there was no such intention as an absolute acceptance of Mr Blackman's offer, and yet we bound ourselves in that resolution, to the acceptance of that offer. Now it appeared to the House that Mr Blackman's propositions are approved of us to the amount of subsidy and grants of land but if we can obtain any better terms from other parties we should not preclude anybody, having the negotiating of the contract, to any particular proposal. It must also be remembered that there are many parts of Mr Blackman's offer that would not meet with the approval of the House without some modification. For these and other reasons it would not be wise to bind ourselves without mature consideration to his proposal alone. Such matters should be left to the decision of the body who will have the consideration of the details of the contract. He would therefore suggest the insertion of the amendment which he had referred to, and also a resolution leaving the final confirmation of the contract to the Legislature.

Mr Tessier thought that more time should be given to the consideration of this matter; and he would like to be informed who this Mr Blackman is, who they are who form the Syndicate which he represents, and what credentials Mr Blackman brought with him?

Hon the Premier—Mr Blackman was a gentleman from New York, representing certain capitalists of that city. All the papers connected with the position of this gentleman would be placed before the Committee, and he would assure the hon gentleman that no objection could be raised to the position of those whom Mr Blackman represented. Mr. Blackman had left his credentials with the Government, and he (hon P) had much pleasure in producing them and they will show Mr Blackman to be the representative of sound capitalists of good standing in the financial and commercial world.

Hon Mr Shea would inform the House that the Attorney General had sent for a railway engineer. These matters would be thus solved for us. The question of gauge was one of fundamental importance. He felt that the abundance of testimony on the question could only serve to create difficulties in the minds of hon gentlemen who were but school-boys concerning it. He himself had been at some pains to obtain reliable data, the manager of the most important three feet six railway in the Dominion stated in reply to his enquiries, that they had in the first place laid down narrow gauge for a forty-ton locomotive. After a while they found that the locomotives were not sufficiently heavy they increased the weight of these after which they found

it necessary to put down heavier rails. They had thus been compelled to completely relay the entire line. [Here the hon gentleman read an extract from the letter] He was in favor of the omission of the words "narrow gauge." The proposed amendment did not necessarily prohibit them from consequently deciding upon the adoption of a narrow gauge but merely left the matter open for the present. That road was really the cheapest in the long run that was the most efficient.

Mr Parsons—What difference is there in the cost?

Hon Mr Shea—The cost of construction had been estimated at thirty-three and a half per cent. more for the "broad" than for the "narrow gauge," but the expense was of course largely regulated by circumstances.

Hon Attorney laid upon the table of the House a communication received from Mr Green, of St John's, New Brunswick, proposing to build 340 miles of narrow gauge railway for a subsidy of \$246,000 per annum, terminable at the end of thirty-four years; and a land grant of 2000 acres per mile along the line of railroad.

Chairman Board of Works—The hon and earned Premier was right when he said there was now no such thing as standing still. We had before us the alternative, progression or regression but stand still we could not. He was compelled to view the situation from another standpoint than that influencing hon gentlemen representing districts in Avalon and to the Northward. It was difficult to see how these districts could avoid benefitting largely by this railway. He could not but favor the project because it would meet the most pressing wants and necessities of the people. It was not necessary for him to go over the arguments already advanced, showing that our industries were incapable of supporting even the present population of the country. One fact, however, of a most significant and startling character presents itself at the outset. Sixty years ago the catch of fish per head of the population averaged twenty quintals; to-day the catch was no more than seven quintals, or but one-third of the average catch of sixty years ago. It might be asked how the wants of the people were supplied under such circumstances. To some considerable extent advanced prices of our staple and assisted necessities. The increasing demand for pauper relief proved what the real condition of affairs was, and establishes

Continued on second page.

TERRA NOVA MARBLE WORKS
West corner of Duckworth St East, St John's.

OPPOSITE STAR OF THE SEA HALL
JOHN SKINNER,
Manufacturer of
Monuments, Tombs, Grave
Stones, Counter Tops,
and Table Tops, &c.,

All orders in the above line executed with neatness and despatch from the latest English and American designs.

134-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,
NTLE 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,

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

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 agent.

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. 1 1/2d., 2s. 9d., 4s. 6d., 11s., 22s., and 3s., each Box and Pot and in Canada 3s cents, 9s cents, and \$1 50 cents, and the larger sizes in proportion.

Caution.—I have no Agent in the United States; nor are my Medicines sold there. Purchasers should therefore look to the label on the Pot and Boxes. If the address is not 533, Oxford Street, London, they are spurious.

The Trade Mark of my said Medicines are registered in Ottawa, and also at Washington.
Signed THOMAS HOLLOWAY.
533, Oxford Street, London.
Sept. 1, 1889

ST. JOHN'S, No. 1 MARBLE WORKS
THEATRE HILL, ST. JOHN'S,
ROBERT A. MACKIM,
MANUFACTURER OF
Monuments, Tombs, Grave
Stones, Tablets, 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 at much lower prices than in any other part of the Provinces the United States

JUST OPENED.
M. J. SHEEHAN,
Tinsmith and Dealer in Stoves,
Lugs to inform the public of Carbonar, and vicinity, that he has just opened business in the shop recently occupied by Mr. T. Malone and nearly opposite the Court House Fire Break, where he has on hand a large assortment of

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.

ADVERTISEMENTS.

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
Sheetings..... 9 1/2 " "
Flannel, all wool..... 1s " "
Moleskin..... 1s " "
Blanketing..... 2 1/2 " "
Dress Goods..... 6d " "
Ladies Felt Hats each..... 1s
" Ulsters..... 7s. 6d.
" Skirts..... 2s. 6d.
" Ties..... 4s.
" Winter Jackets..... 5s.
Childrens "..... 3s.

A LARGE ASSORTMENT OF

Womens E.S. Kid Boots from 4s. 6d.
" Pebble Lace "..... 6s.
" Button "..... 8s.
Mens' Long Boots from 10s.
" Grain Deck Boots..... 12s. 6d.
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Also 500 Pairs Mens' Marching Boots, at 7s. 11d., only to be bought here.

A choice lot New Teas,

in Boxes or Chests from 1s 4d to 2s 9d FLOUR, BREAD,

PORK, BUTTER, MOLASSES
And a general assortment of GROCERIES at very low PRICES, at

No 91--WATER STREET.--No 13.
Nearly Opposite the Custom House.

WANTED

ON the Security of Valuable FREE-HOLD PROPERTY
—consisting of—

HOUSES, GARDENS, MEADOWS &c.
At Heart's Content, now occupied by employees of the Anglo-American Telegraph Company, as tenants,

A LOAN OF £220

On interest at current rates.
For further particulars apply to
J. H. BOONE,
Solicitor for Proprietor.

NEW GARDEN SEEDS

JUST RECEIVED AT THOMPSONS

MEDICAL HALL,
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NOW LANDING

Ex Lady Bird and Harriet from New York.
100 Barrels Choice F M PORK,
50 Barrels LOINS
50 Barrels Packet BEEF
44 Half-bris ditto
25 Barrels BEEF CUTTINGS
10 Tierces HAMS
J. & T. HEARN.

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 STANDARD NETS for Herring, Cod, Caplin and Lance SEINES, put together—Roped, Corked and Leaded in the most approved manner.
AMERICAN-NET & TWINE Co

JUST RECEIVED.

Ex, C. Oulton from Lv
A full supply of
DRUGS, MEDICINES

GROCERIES, &c. &c
All guaranteed of best quality.
W. H. THOMPSON,
Harbor Grace

COMMERCIAL BANK OF NEWFOUNDLAND

A DIVIDEND on the capital stock of this Company, at the rate Ten per cent. per annum, for the half yearly ending 31st December, 1880, will be payable at the Banking House, in Duckworth Street, on and after Monday the 10th inst, during the usual hours of business.

By order of the Board,
W. H. THOMPSON,
R. BROWN,

ADVERTISEMENTS.



HOLLOWAY'S PILLS

CAUTION.

The PILLS Purify the Blood, correct all disorders of the Liver, Stomach, Kidneys and Bowels, and are invaluable in all complaints incidental to Females; The OINTMENT is the only reliable remedy for Bad Legs, Old Wounds, Sores, and Ulcers, of however long standing. For Bronchitis, Diphtheria Coughs, Colds, Gout, Rheumatism, and all Skin Diseases it is no equal.

BEWARE OF AMERICAN COUNTERFEITS.

I most respectfully take leave to call the attention of the Public generally to the fact, that certain Houses in New York are sending to many parts of the globe SPURIOUS IMITATIONS of my Pills and Ointment. These frauds bears on their labels some address in New York.

I do not allow my medicines to be sold in any part of the United States, I have no Agents there. My Medicines are only made by me, at 533 Oxford Street London.

In the books of directions affixed to the spurious make is a caution, warning the Public against being deceived by counterfeiters. Do not be misled by this audacious trick, as they are the counterfeiters they pretend to denounce.

These counterfeiters are purchased by unprincipled Vendors at one-half the price of my Pills and Ointment, and are sold to you as my genuine medicines.

I most earnestly appeal to that sense of justice which I feel sure I may venture upon asking from all honorable persons, to assist me, and the Public, as far as may lie in their power, in denouncing this shameful fraud.

Each Pot and Box of the Genuine Medicines, bears the British Government Stamp, with the words "HOLLOWAY'S PILLS AND OINTMENT, LONDON, engraved thereon. On the label is the address, 533, OXFORD STREET, LONDON, where alone they are manufactured. Holloway's Pills and Ointment bearing any other address are counterfeiters.

The Trade Mark of these Medicines are registered in Ottawa. Hence, any one throughout the British Possessions, who may keep the American Counterfoits for sale, will be prosecuted.

Signed THOS HOLLOWAY.
533 Oxford Street, London.

Government Notice.

ALL PERSONS having Claims against Board of Works are requested to find in their ACCOUNTS (duly certified) not later than MONDAY 20th inst. By order
JOHN STUART,
Secretary.

HARBOR GRACE STOVE DEPOT

Glass and Tinware Establishment.

(To the east of Messrs. John Muan & Co's 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 GRATE, ES.

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, Marches, 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.

By the American Cut Nails &c. sizes by the lb or keg.

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