

# THE CARBONEAR HERALD

## AND OUTPORT TELEPHONE

Vol 3

CARBONEAR, NEWFOUNDLAND, June 17th, 1881.

No 5

### ADVERTISEMENTS.

#### THE CARBONEAR HERALD

#### OUTPORT TELEPHONE.

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

Terms - - - \$3.00 Per Annum

Payable half-yearly in advance.

#### Advertising Rates.

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

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

E. J. BRENNAN,  
Herald Office, Water St.  
Carbonear,

### IMPORTANT TO PURCHASERS

#### QUICK SALES & SMALL PROFITS.

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

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Flour No. 1.....	£1 15 0
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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
Kerosene Oil, per gal.....	0 1 7
Boys' and girls' faced boots.....	0 7 6
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May 27 3m

### 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. HERLEBY.

Heart's Content—Mr. M. MOORE.

Dell's Cove } Mr. Richard Walsh, Post Office 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.

Donavista—Mr. P. Templeman

Catalna—Mr. A. Gardiner.

Bay de Verds—Mr. James Evans

Collier—Mr. HEARN

Conception Harbor—Mr. Kennedy

HARBOR MAIN—Mr. E. MURRAY.

SALMON COVE—Mr. Woodford

HCLYROOD—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.

Tuesday, April 26

#### SPEECH OF MR McNELLY.

Continued

This must have been Mr Blackman's suggestion as such ought to have been regarded with the very gravest suspicion. If we were not to have a first-class railway, what were we to have? All we know certainly is that we have solemnly by this contract excluded ourselves from having a first-class railway. In another clause the engineer of the company and not the Government was to be judge of what appliances would be necessary for keeping the track unobstructed. Section 11 was even less carefully framed, for a mere fall of snow would exempt them from the continuance of operating. We now come to Section 12, in which we are told that the company were to be paid for the transport of mails on such terms as shall be equitable and fair, and based upon the mail arrangements of Great Britain, the United States and the Dominion, under a similar condition of surrounding circumstances. Assuming that a dispute were to arise upon this point, how was such dispute to be decided? No tribunal was appointed to which he might appeal; and even though a tribunal could be had, how were they going to decide and find the existence of "similar circumstances" which do not, and never can exist? This portion of the contract was not to be entered into now, but in four or five more years from this time. Existing mail contracts had to be determined before any arrangements could be made, and by that time things might have assumed an entirely new aspect. The Government might say we are prepared to give you so much. The Company might refuse to take it. Then the difficulties which he had referred to above would have to be met. He felt bound to say that a more loose and slipshod arrangement it had rarely been his lot to witness. Section 17 made a concession involving a very gross wrong to our own people. By it, there might be shut up, as he had already suggested, for eight years from this time, 5,440 square miles of our most valuable land. Nay more, the Government would not themselves the right, for three years after the completion of the Railway to sell or otherwise dispose of even one mile of land along the line. But there was another point requiring notice in that section: "The Government undertake that the necessary statutes shall be enacted to encourage immigration." Were we hereafter to be the comma of this Company, under the clause of our agreement with them to be coerced into passing certain statutes? The Statutes of the United States and the Dominion of Canada for

the purpose of encouraging immigration, offered free grants of land, free passages and frequently free means of support to the land. Was this what we were compelled to do, notwithstanding that for eight years the Crown lands upon each side of the proposed line of Railway, and the only land which would form an inducement for immigrants to settle upon, was beyond our power to offer? Is this what the language of the 20th section meant, it were far better left out. Section 24 provides: "That the Government should grant free of charge to the Syndicate company land for the road was to the extent of one hundred feet on each side from the centre of the track." This demand we had never heard of before the meeting of the Select Committee. But the most objectionable part of the section succeeded; after providing that the Government should secure all rights of way and pay for the same, the section goes on to say, "and towards recouping the Government. They (the Government) shall retain \$90,000 out of the last annual subsidy, if the land so purchased shall cost so much." We would know exactly the amount of our liability if the section stopped there, but it goes on, and as it proceeds the ambiguity of the verbiage becomes more marked. [Here the hon Speaker read the remainder of the section.] In other words no matter how much the purchase should cost the Government, whether one hundred or two hundred thousand dollars, if any alteration be made from Knipple and Morris's report, the Government have to pay the amount, and look to the last years subsidy for repayment and we could look for no more than \$180,000 payable 35 years hence. This may not be the intention of the section, but it certainly gives the company a well defined power that they will not be slow to take advantage of. Hon gentlemen would find that the present value of \$90,000 payable 35 years was about \$20,000. The value of \$90,000 paid now would be in 35 years about \$370,000. But it was not within the province arithmetic or mathematics to calculate the value of \$180,000 payable in 35 years by a Logis Company. Section 25 referred to a most important point, that of pre-emption. Mr Blackman's original proposition provided that after the expiration of fifteen years the colony might buy out the company's interest in the railway. This was, in his opinion, the only safeguard the country had against the undue extension of the lines, and consequently, complete monopoly of the railway system of this country for the next century, and though we may not have been able to exercise the right of pre-emption at the end of the period, the country might, with great advantage to itself, have compelled terms necessitated by our then altered circumstances, and might at least have held over the Company in terrore that right to purchase out. Of this useful and comprehensive right the Committee seems to have divested us, and voluntarily resigned this safeguard without any apparent reason; and with an excuse as flimsy as it was unworthy of those in whom the House reposed such confidence. He would ask any hon. member in this House if a man of Mr. Blackman's position is likely to make an offer which he knew would be unfavorable to himself, unless he knew it was such a right as they could easily concede, and have made the proposal, would he had the Committee to consider whether fifteen years was sufficient time or not to test the capabilities of the road? Then we have another concession, and the reason given for it seems even more flimsy than does the preceding one. Mr. Blackman in his proposal says, definitely "Should the main lines and branches between Spread Eagle Peak and Hall's Bay average less than 16,500 dollars per mile then the Company shall return to the Government of said subsidy, a sum, annually equal to the interest at four per cent upon the difference between the cost, and sixteen thousand five hundred dollars per mile." He must have meant this, or he must not. If he meant it, what excuse can the committee make for omitting that condition from the contract. If he did not mean it, then it was dishonestly made to trap us into the contract or to drive all competitors out of the market. When the reduction of \$207,000 to \$180,000 was made no mention was made of any alteration in the mode of selecting the land, and by implication, that matter stood as in the original proposal. He was sorry that the Committee should have placed such flimsy reasons for this concession upon record in their report. "The clause says the report, 'opening to prejudice the financial operations of the company.' What has the Committee to do with prejudicing the Company? They are either responsible capitalists or they are not. If they are, we should have no fast and loose bargains with them; and if they are not, their offer should not be entertained at all.

He would not detain the house upon this part of the report, but the character of incorporation is so fearful and wonderfully framed; that it requires a few observations in order to elucidate its meaning, and point out its objectionable and dangerous clauses. This Company is to be an Incorporated Company, and no notice has been taken of the provisions of our present Corporation Act, in wise restrictions of the powers of Directors, restrictions to which all other corporations have been subjected by us. The Directors may make their stock what they please, and so manage speculative purposes for it that though the original Directors may step out the owners of millions, future stockholders who hold stock up to five or six times the worth of the line may be paralyzed in their financial operation and meet the usual fate of those who purchase what is known among American stockholders as "Wild Cat." If this were not in connection with another important section it might be passed over without much comment. But we find that the seventh section makes it competent to organize this as a mere bubble company. With respect to this section the legal maxim that the intention of the one is the exclusion of all other, might be very properly applied. By this section we restrict ourselves to amendment and repeal when an application is made by the company. On our own mere motion we are unable to alter it; but only when the company, in its night blindness, demands can we stir one step to alter this charter. That is not the worst part of the section. (Here the hon the Speaker read the rest of the section.) This simply means that if the company demand some alteration in the charter, those who dissent from that opinion shall be "frozen out," and obliged to sell their shares at par value "if they be worth so much in the market." "By ways that are dark, and by tricks that are vain," and such as characterize Yankee brokers, some scheme might be organized that would meet with the disapproval of every honest stockholder, and the honest ones would then by the terms of this charter be compelled to sell out at a market value which the ring had made. There were other matters referring to this subject which he had wished to refer; but he would, for the present curtail his observations. He had taken this stand notwithstanding any attempts that might be made to misrepresent him as associated with the party opposed to the Railway measure. He however cared nothing for party in this, he felt a solemn duty imposed upon him and endeavored to discharge it to the best of his ability. Even though it were fraught with political death to himself it would be one of his pleasant recollections that he had, regardless of success or failure, opposed this Bill; and should he fail, and should this Bill be carried in spite of his cassandra warnings, it would be one of his most mournful recollections that in his failure the country had sacrificed its best interests.

Mr Mackay did not consider the action of the Committee in signing the document of much importance, as there is an express proviso contained in the contract that it should not be binding upon the country until it had received the sanction of the House. It was our duty to adhere as far as possible to the terms of Mr Blackman in his proposals to this House; and he may say with perfect assurance that we have endeavored to do so, and further, that we have not departed from that basis of contract except in the four following particulars: first, as regards the selection of lands; second as to right of way; third, touching pre-emption; and fourth the interest due the colony upon the line costing less than \$15,000 per mile from Spread Eagle Peak to Hall's Bay.

On motion of the hon Premier the Committee rose reported progress and asked leave to sit again.

The Report was then received, and the matter ordered to stand first on the order of the day.

The House then adjourned till half-past three o'clock to-morrow.

Wednesday, April 27

The house met pursuant to adjournment at half-past three o'clock.  
Hon Speaker in the chair.

### PETITIONS.

Hon Receiver General presented a petition from the inhabitants of Aster Bay, asking for assistance to build an important road in that locality, and also a grant to construct a bridge across a river there. He commended the petition to the favorable consideration of the consideration of the House.

A messenger from the Legislative Council acquainted the House that they had passed the Indemnity and Harbor Grace Water Company Bill.

A deputation consisting of the hon. Attorney General and Mr Greene was sent to the Legislative Council with the Bill to alter the law relating to the Registration of Deeds.

Mr Greene asked the hon Receiver General questions, of which previous notice was given, bearing on the Railway contract and the functions of the Government engineer, Mr Murphy.

Hon Premier begged to inform the hon and learned member for Ferrysana that Mr Murphy was retained as consulting engineer. His functions were to advise gentlemen of the Committee. He did advise gentlemen of the Committee. He was paid five hundred dollars, besides ninety-seven dollars for expenses. He prepared two documents but gave no opinion as regards the projected railway. He prepared a general Railway act and another document. These will be duly furnished to hon gentlemen of the House.

On motion of the hon Attorney General the House resolved itself into Committee of the whole on the Railway Construction Bill.

On motion the first section was put and carried.

The Speaker moved the reconsideration of the first section.

Hon Premier did not apprehend there would be any objection to the reconsideration and fullest investigation of this subject.

Hon the Speaker—I am of opinion that it is within the province of the House to pass this measure in any manner they please, and to divide it into sections, and consider them separately if they deem it advisable.

Hon the Premier did not object to the reconsideration of the section.

The motion for the reconsideration of the section having been put by the chairman was carried without a division.

Hon the Speaker was sorry that the duty again devolved upon him to repeat his protest against the passage of the section before the chair.

Hon Financial Secretary listened with pleasure to the remarks of the hon Speaker upon the important subject now under discussion and although he agreed with him in many particulars as to the infirmities contained in the Bill, yet he did not regard them of such importance as would justify us in jeopardizing its passage through the House. He found many things in the Bill which he should wish to see excluded. It must however be remembered that our condition is such that we are not in a position to reject, what under other circumstances, we may be disposed to do. Its rejection now would simply mean the putting off perhaps for all time the building of a Railway in this country. The question, therefore, for us to consider is whether by the rejection of this measure we would be better conserving the interests of the colony than by accepting it. The objectionable matters in the Bill would not seem to counterbalance the almost certain advantages which must flow from the civilizing influence of the Railroad, it is understood and agreed upon that Mr Blackman is to build "a substantial reliable and efficient railroad, subject to approval by the Government engineer." It is also agreed upon that the railroad will not be what is considered in England and the United States a first class railway. Those two

See fourth page.

From Fourth Page.

now is simply whether in that contract now before us the intentions of this House has been carried out and the interests of the country conserved. He, in common with all other members of this House agreed to the general proposition of having a railway; and as to the desirability of accepting Mr Blackman's proposal; and the opinions he expressed and the vote he recorded he was now ready to sustain. He might say at the outset that he did not agree with all the views entertained respecting this matter by his hon and learned friend the Speaker. From some of them he entirely dissented, and some of them he thought applied to the propositions in the first place. But while he differed from him as to the reasons given for this opposition, he could not help expressing this much upon his behalf, that his speech was characterized with ability, perspicuity and propriety. Although it may not appear improper that any members should oppose this contract, and although it may be easy to make it appear that they are opposing the people, it may be realized hereafter that the people will have reason to thank those who opposed this measure from a regard to their true and substantial interests, as soon as they shall have seen how seriously this improvement largely affects the interests of this country for all time to come. For his own part he should unhesitatingly point out those rocks which appeared to him ahead, and if his advice were unheeded and the ship of state run upon the rocks the fault would not be his. He was an ardent advocate of the Railway, and unless it be through some such enterprise he could expect no permanent improvement in this country. It was only the greatest consideration that would induce him to oppose this measure—not a mere trivial matter of retail, a few thousand dollars or a few thousand additional acres of land. It was very unjust to charge those who oppose this bill with having formed new associations. He might say that while he concurred with many observations of the Speaker, he could most positively disclaim any connection with those who have opposed this measure either outside or inside of this House. With regard to the contract specially we would say that to his mind there had been departures both in spirit as well as in letter and of a grave character, from the terms of the original propositions: Under this contract we would find ourselves in this position, that the obligations imposed upon the company would be enforced; while on the other hand there is no security for the faithful performance of the Company's part of the contract. He saw in this contract several important omissions and defects and considered it must in its present form, give rise to numerous difficulties, and were we to sanction it would place us in a very disadvantageous position. At the earlier part of the session two rival propositions were submitted for our consideration. Originally there was a difference in a mode of selecting the land. We now find that no difference exists at all and that the very basis upon which the land is to be taken and which formed a principal feature in the original proposition of Mr Blackman is now entirely altered. That gentleman has according to his contract, the right to say "I shall not accept barren or swamp land, but shall accept good land elsewhere. This was practically renouncing the matter of Mr Plunket's offer. With regard to the financial arrangements with Mr Blackman we find ourselves not only bound to pay an annual subsidy of \$180,000, but also to provide for the interest on a sum that may amount to \$90,000 for right of way and which may be twice or even three times the amount. He was informed that this sum was not to exceed \$90,000 but the works of the contract evidently did not limit our liability to that amount. It is perfectly certain that with regard to this contract we would get no relief in the court of justice. It may be that it was not the Committee's fault perhaps they were hard pushed and could not secure any better terms. They thought it more advisable to make concessions. It must be said too, that they have reserved certain rights along the shore: this, however was comparatively a trivial concession upon the part of Mr Blackman, as he did not perhaps attach much value to them. It was evident that the Committee have gone beyond the terms of their instructions and of the power given them by this House. Surely when they treated Mr Blackman with such liberality, they should have been most careful to secure from him what he had promised. It appeared to him (hon Mr. W.) that there was not even sufficient security for the carrying out of the Company's part of the agreement. Upon this matter the report of the Committee was exceedingly plausible. Under this contract in consideration of the construction by the company of this line of railroad we assign nearly a our good mineral and agricultural lands. It has already been well said that we should not estimate these lands by their present worth, for with a railroad running to them and the Company possessing practical monopoly of them, the value will be considerably enhanced. These lands, however, were valuable to them, not to us. After a few years profitably disposed of their lands, and after ascertaining that it did not pay to work this railway it was competent by this contract, for them to say to us, we intend to formally terminate this contract, and we are perfectly satisfied to relinquish the road and place it in your hand.

To be continued.

AGENTS FOR HERALD

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

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

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THE CARBONEAR HERALD

"Honest labor—our noblest heritage"

CARBONEAR, JUNE 17.

Holloway's Ointment and Pills.—More precious than Gold.—Dysentery, dysentery, and cholera are, through the summer's heat, carrying off the young, as the winter's cold destroys the aged. In the most acute cases, where internal medicines cannot be retained, the greatest relief will immediately result from rubbing Holloway's soothing Ointment over the abdomen. The friction should be frequent and brisk, to ensure the penetration of a large portion of the Unguent. This Ointment calms the excited peristaltic action, and soothes the pain. Both vomiting and griping yield to it; when fruits or vegetables have originated the malady, it is proper to remove any indigestible matter from the bowels by a moderate dose of Holloway's Pills before using the Ointment.

Falsehood, glaring, deliberate and persistent falsehood must ever be loathsome and disgusting to the enlightened and right thinking mind, yet such is the material relied upon by some of the papers of the metropolis, from which to construct a daily bill of fare, to their minds sufficiently savory to tickle the palates of its political gourmands or epicures. To render the viands peculiarly spicy and tempting to their patrons, the experienced chef de cuisine flavors them highly with a liberal share of misrepresentation and perversion of facts. These detectible condiments, without which his dishes would be perfectly worthless and insipid, are laid on with quite a master hand, in fact with a skill and perfection worthy of the original parent of mendacity himself, their manipulation being accomplished with telegraphic promptitude and despatch. Of all the delicious titbits which go to comprise the bill of fare referred to, commend us to the "railway stew." This tempting dish, roast, boiled, parboiled and finally served up for a stew, garnished and highly flavored with the appetizers above mentioned is one beyond doubt upon which—well a certain nameless, but well known

individual, popularly reported as the respected progenitor of the junior members of the typographical fraternity might dine. As to the authenticity of the latter geneological tradition generally we are not quite certain—but this we do know that it rests upon a Sandy foundation having a strong affinity to telegraphic munchausenism. Within the past few days, owing probably to the rather sudden change of temperature to which also may be added certain contradictory telegraphic currents, the appetizers have undergone considerable change in consequence of which this celebrated stew has deteriorated so much in popular favor as to probably necessitate in the near future the transmutation of the entire bill into one gigantic mass of pie; Irish Soothing Syrup being considered perfectly ineffectual in staying the process of decomposition already so determinedly set in.

Correspondence:

To the Editor of Carbonear Herald  
 Hull, June 5, 1881.

Dear Sir,—It is with sorrow that I read of the loss of the *Nonantum* and the terrible sufferings and deaths of the ill-fated crew, but I must admit that my sorrow is more than counterbalanced in admiration of your noble and warm hearted countrymen for their great love and kindness bestowed upon my unhappy and perishing countrymen. Mr Editor, I write to your paper, so by that means they may by chance fall into the hands of some or all of the fishermen who acted so kindly toward them. The account given by the only survivor, George Kedger, who says nothing could exceed the kindness of the fishermen who brought a Doctor a distance of 40 miles to attend him and Dooley, and it may be encouraging to them to see by the enclosed account of the English paper to know that their kindness has not wanted in publicity. For thanks to the press it not only has gone the length and breadth of the United Kingdom but all over the civilized world, and I feel certain will be read with admiration, respect and love for your noble countrymen. It is by such acts of charity that they in the future, when they pass away to their heavenly home, bear the well done then good and faithful servant pronounced upon them by the leader of fishermen when he was on earth. And may He grant them every good wish they could think or ask.

With respect and best wishes to your countrymen,

I remain, Dear Sir,  
 Yours obediently,  
 FREDERICK J. WOLFE.

ONLY ONE SAVED.  
 (From the Hull Express, June 4.)

The Alan Mail steamer *Hibernian* brought to Liverpool from S. John, Newfoundland, George Kedger, formerly mate and now the only survivor of the crew of 16 men of the London ship *Nonantum*. He has since been forwarded by the hips *re-eked* *Marners* *coast* to his home at Stoke Newington. On the 21st of Nov. the *Nonantum* was driven violent on the cliff at St George's Bay, Newfoundland, and went to pieces. Five men got into one of the boats and the remaining 11 in the other. The smaller boat was smashed on the cliff, and its occupants disappeared. The occupants of the larger boat succeeded, however, with the loss of one of their number through the boat capsizing on the way, in reaching a spot where the beach was smooth. Another landed on the beach, the weather being intensely cold and the snow several feet deep. The nine men at once struck out for the nearest inhabited place, which was 60 miles distant. The march was through dense wood. Two of the men went off in another direction, and were never afterwards seen. The remaining seven journeyed on, but met no one, and a each day passed the hope of reaching their destination decreased. At night the poor fellows lay down to sleep in the snow, huddled together, and woke with the daylight to resume their march. They had saved nothing from the week, and had not tasted food from the time their vessel went ashore. Gradually their numbers

grew less as the fatigue of the journey became more severe, and the men had to give up through sheer exhaustion. Finally there were but four men left, Capt Johnstone, of the *Nonantum*, Kedger and two others. The Captain and one of the other men becoming exhausted could not proceed any further. Captain Johnstone also exhibited signs of insanity. But not one of the party could assist the others and two unfortunate men were left behind, Kedger and his last remaining comrade who was a foreigner named Peterson, trudged on. It was now ten days since the wreck, and not a morsel of food had passed the lips of the unhappy men. Peterson now also gave up, and Kedger had to leave him to his fate. The journey through the woods and the snowdrifts was terribly tedious and difficult, the night after parting with his last companion Kedger again lay down in the snow to make his bed, but when he awoke he could not walk, and then he realized to the fullest extent of frost bite. He could scarcely stir and it seemed as if the end of his journey had been reached, when he was fallen in with by two fishermen, who carried him to their house, where they treated him with every possible kindness. A band of 30 other fishermen was organized and went in search of the remainder of the crew. They succeeded in finding alive the capt in and another of the crew named Patrick Dooley, but the captain died shortly afterwards. There were several bodies subsequently discovered, one of them bearing indications of having been slightly mutilated. It was ascertained from Dooley that this was himself and the captain had eaten a portion of the dead body so ravenous were they for food. Dooley died four weeks after being found, notwithstanding the great care and attention bestowed upon him. Kedger had to have both his feet amputated and on his arrival at Liverpool could only move by the aid of crutches and with wooden pads on his knees. He is a man of robust physique, and but for the loss of his feet bears no indication of having gone through so terrible an experience. Nothing, he said, could exceed the kindness of the fishermen, who brought a doctor a distance of 40 miles to attend him and Dooley. The fishermen who visited the scene of the disaster to the *Nonantum* found the remainder of the boat, which was smashed on the cliffs, but the only trace of the five men who perished in it was the hand of one of them.

Local and other Items.

Since our last issue forty vessels have cleared for the Labrador fishery, making in all about eighty vessels to be engaged in the fishery on the Labrador coast the present season. With the exception of two or three they have all sailed, and we have now to wish them, one and all, a safe and speedy passage to the scene of their labors where, we trust, a good share of success awaits them.

The Theresa, P. Donnelly master, sailed for Labrador 10th inst., with salt, to be landed there, whence she will proceed to Nova Scotia for a cargo of lumber for Messrs Duff & Balmer.

S H Morse, Capt Pike cleared for Nova Scotia on Tuesday by Messrs Duff & Balmer.

Volant, Captain Lachance, cleared for Cape Breton on Wednesday last.

The Ada, Butler master, arrived at Heart's Content on Sunday last with cargo of coal from Sydney to the Anglo-American Telegraph Company.

Elizabeth McLea, Bate master, cleared for Sydney yesterday.

The Snowbird, Hickey master, arrived from the banks on Saturday with 600 qtls green fish.

The Mystic, of Shelbourne, with 800 qtls green fish.

The Wide Awake, Yarmouth, 1000 qtls green fish.

Oceanica, of Marble Head with 800 qtls green fish.

The schooner Eban Parsons, of Gloucester, with 800 qtls green fish.

A banker belonging to Beverly, Mass. arrived at Mosquito on Tuesday with 300 tubs green fish on one baiting. A tub is considered one quintal and a half.

Messrs Jillard's banker, Leg master, have already landed 400 qtls dry fish.

The Henry West, Kiely master, landed 594 qtls green fish to Messrs Duff & Balmer.

We would call the attention of the authorities to the very offensive smell arising from the shed attached to the store of Hon. John Rorke, and used by him for the purpose of storing empty barrels. If it is not soon ceased out it will be a cause of regret for somebody. Where is our Board of Health?

Several interesting items have been unavoidably crowded out this week.

No! we don't want to make new laws; but we want to see the laws that are already made carried out and respected, or in other words we want to see every man earn his salary and not loaf it.

JOHNEY AT HIS OLD WORK AGAIN.—We have not time or space this week to devote, at length, to the Hon. John, further than to inform our readers that he has been at his old work again of hiring horses to the Government. A few days since he sent a Government pump to Harbor Grace to be cut, and hired his own horse to bring it, the horse being in charge of a carpenter. It is better to see a carpenter in charge of a horse than an insubstantial vessel.

It is our painful duty to-day to record the death, after a lingering and painful illness, of Mr. Amos Parward, an old and respected resident of this town, the place of his nativity, where he filled the position of Captain in the employ of his father for a number of years, and afterwards served in other employments some time since, content with his experience the sea he took up his residence permanently on shore. He passed away in peace on yesterday morning at the age of 63 years.—Com

Every man his own goat stealer, ha! ha! it is just as reasonable to suppose that every man be his own policeman and save the large amount we are paying away for police protection, if they are paid to sleep while on duty, and pick buttons and now we are blindfolded by such impostors.

Another Fire at Brigus

On Friday last, the 10th inst, between one and two o'clock the large and beautiful Wesleyan School presided over by Mr. Davis, was discovered to be on fire, and notwithstanding the most strenuous exertion were made to save it, it was totally consumed. In fact as a gale of wind prevailed at the time it was only almost by a miracle that the neighbouring houses of Capt. Rabbitts, and Mr. Wm Jett were saved. Had either of these large wooden structures taken fire, it is hard to say where it would have stopped. It was lucky that the main body of the Labrador fleet had not sailed, and consequently a good deal of assistance was at hand, had it been a week later in all probability the whole town would have been consumed. As it was several houses at a considerable distance from the conflagration ignited and were with difficulty quenched. Too much praise cannot be given to the noble fellows who labored so well to save the large houses of Rabbitts & Jerratt.

and thus the these had be doubt that al of them woul fate. This hit for the and fire org which has b vocated in it authorities; it is to see longer delay, sired object a Various con the origin of a spark from Mr Pascoe's table and p: the children absence of th ed from a de

In every customary, a Proclamation for the purpose keeping good Now, in this many strange so many part their residen why the law ed nu/ and p here. Nobod interest in it talk between is not right Grace are no proclamation cious too, al to the letter, ed worse tha but we can't the outburs want reform as poor relie going to he while the ir ment red is fireside topic but no one officials to t it is every course make particular, sufferers it we do not in Seeing a nu we went to police as no street. On beheld a pot lenyth on the t-eal bench, sleepy bench, e, aium he tural elemen us where the men were, town but no be found. geant. We of the plane he sleepth time the Sa ance on the us any satis if the sleep was on day "I don't lu Hal hal w taxed for, an about (very gentleman w concerning t ing we calle after a few formed us the law was, bu force the lay sider the av rants of Car If our law r place it on oring it was law, any Ma out that law in favor of a law have n have been l laws. Whe mation he s them up as people knew giving us people did n he would no then console same thing b fore, and he woman to t have not me mand like th ing a police to pay men the law. If police to pot trate got a m violating the out of the fir last expressi said, with his beaming with ay goats you going at larg the owners a

and thus the town, for if either of these had been burnt there can be no doubt that all the town to the leeward of them would have shared a similar fate. This is another very palpable hint for the necessity of an engine and fire organization in this town which has been so often and ably advocated in your paper. Surely the authorities; or those whose business it is to see to this matter will not longer delay, but have this much desired object accomplished immediately. Various conjectures are afloat as to the origin of the fire, some think it was a spark from the chimney of the Rev Mr Pascoe's house, but the more probable and prevailing opinion is that the children had put on a fire in the absence of the teacher, and it originated from a defect in the flue.—Com.

In every civilized community it is customary, at this season, to have a Proclamation posted upon the walls for the purpose of notifying persons keeping goats to have them yoked. Now, in this important town where so many strangers resort, and also where so many parties have lured away from their residences we cannot understand why the law in this respect is considered null and void, as it is never enforced here. Nobody seems to take any interest in it in the right way. They will talk between themselves and say, "It is not right, the people of Harbor Grace are not treated that way, the proclamation is stuck up, and conspicuous too, and so is the law carried out to the letter. But here we are treated worse than if we were all dummies, but we cannot stand it much longer the outburst must soon come. We want reform in law and order as well as poor relief, which I believe we are going to have, and we must strike while the iron is hot and the Government rod is up lifted." That is the fireside topic of many of our people but no one will spur those negligent officials to their duty simply because it is everybody's business, which of course makes it nobody's business in particular. Now as we are one of the sufferers it becomes our business and we do not intend to lose sight of it. Seeing a number of goats in the field we went to the police office to see the police as none could be found on the street. On entering the lock-up we beheld a policeman stretched at full length on the bench, not the magistrate's bench, but what is known as the sleepy bench, and from a glimpse at his countenance he appeared to be in his natural element. He could not inform us where the Sergeant or other police men were. We went through the town but no Sergeant or police could be found. Nobody had seen the Sergeant. Well it is bad says the knight of the plane, "but he is not dead, no! he sleepeth soundly." After some time the Sergeant made his appearance on the street but would not give us any satisfaction. We asked him if the sleepy policeman in question was on day or night duty and he said, "I don't know what duty he is on."

Hal hal what a head of police we are taxed for, and he knows just as much about everything else; seeing that that gentleman was in beautiful ignorance concerning the matter, the next morning we called on the Magistrate, and after a few remarks from us he informed us that he knew just what the law was, but it was impossible to enforce the law in this place. We consider this an insult to both the inhabitants of Carbonear and the law makers. If our law makers make a law and place it on the Statute Book, considering it was a reasonable and proper law, any Magistrate who cannot carry out that law ought to be made resign in favor of a competent person. This law have not been fairly tried, but have been abused like many other laws. When asked about the proclamation he said it was no use putting them up as it was not heeded and the people knew the law well, of course giving us to understand that if the people did not wish to respect the law he would not make them do so. He then consoled us by telling us that the same thing happened him the day before, and he had to send a man and a woman to turn them out. Now we have not men and women at our command like that, and if we are supporting a police force we ought not have to pay men and women to carry out the law. If it is not the duty of the police to pound goats let the Magistrate get a man to take pigs and goats violating the law, and let him be paid out of the fines on such rovers. His last expression was a good one;—he said, with his usual soft smile and face beaming with sympathy. "Well sir, any goats you get in your meadow or going at large without yokes, find out the owners and bring them before me

and I will deal with them. Well now what a grand appointment and no pay—a great detective—what a soft job. Now friend I know a gentleman who, from his appearance, would jump at your offer of such a soft job, and then you would not be letting such a good appointment out of the family. We conclude for the present by informing our readers that this is the second time that this gentleman has spoken of this community as being lawless. He said the street lamps would be useless, they would be broken as fast as they could be put up, and in spite of the police, he must have a very shallow opinion of the police and a very lawless opinion of the people. We would ask him before we conclude if the people here are worse than the people of St John's and Harbor Grace and the law is respected in both cases.

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

Died.—At Brigus, on Friday morning, 3rd inst., Mary Katie, the beloved child of William and Lucy Talbot of Carbonear, aged 3 years and 7 months TO THE SORROWING MOTHER. (BY A FRIEND.)

Gone; and left you all in sorrow Gone, the darling of thy heart, Gone, we know to join the angels But how hard from her to part Hushed is now thy darling's laughter Her sweet race on earth is run, Silent now the childish prattle Of thy dear and cherished one. Fold away the golden tree The little playthings hid from view Katie now no more will need them They will only grief renew. Vacant now the little cradle Where thy loved one oft had lain There in fancy you'll oft seek her But alas! will seek in vain. For 'neath the sod thy Katie sleepeth In the churchyard damp and chill The little form is at rest forever All is silent cold and still. Ah! well I know how hard it is To part from those to whom we cling But we'll not weep, nor mourn our lost ones 'Tis our heavenly Father's will. And when we obey the dreaded summons Which calls us to our home above May we go forth with joy to meet them To dwell forever with God and love.

The St John's anti Temperance league will visit this town on or about the 15th August. As its members are the greatest denizens in New-foundland we would advise Mr P— and a few other gentlemen who keep Temperance saloons to lay in a good stock of lemon syrup etc., as there will be a great rush for sober stuff on that day. We have not heard who the Secretary of the league is, but presume it will be announced in due course.

A certain young gentleman has been making emprovements on Tom's on. Beware young gentleman or you will get your foot out o' socket. Guy Fawks took the barber's cut so much to heart that it is said he still wanders about by the pond in search of more Pike.

Warning to all.—A Wasp reporter will be at the Harbor Grace and Carbonear Reading Rooms from Monday next.

ADVERTISEMENTS. NEWFOUNDLAND TO MARINERS NOTICE is hereby given that the Harbor Light on Rocky Point, at the entrance of Harbor Bata, Fortune Bay, has been broken 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.

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 Carbonear, 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, Carbonear

CRAWFORD'S Temperance Dining Saloon 140 WATER STREET, (Opposite Messrs. Job, Bros., & Co.) Meals, Refreshments to order Our friends from the Outports would do well to call should they get hungry in the City. June 3.

248 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. JUST OPENED. M. J. SHEEHAN, Tinsmith and Dealer in Stoves. Requests to inform the public of Carbonear, 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, Carbonear.

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, ANGLE AND TOILET GLASSES CHANDLERY 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 PROOFS, LOOKING GLASS PLATES, Statues, Picture Framing, STATIONERY, And a Variety of FANCY ARTICLES, too numerous to mention. PICTURE 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 STANDARDETS for Herring, Cod, Caplin and Lance SEINES, put together—Roped, Corked and Leaded 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 at much lower prices than in any other part of the Province 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 cleansing the Blood; they are available for 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 Female Complaints these Pills have surpassed—they correct all irregularities and Weaknesses from whatever cause arising.

THE OINTMENT stands unrivalled for the facility it displays in relieving rheumatism and sorely aching the most inveterate Swellings and Ulcers and in cases of BAD LEGS, BAD BREASTS, OLD WOUNDS Gout, Rheumatism, and all similar cases, acts as a charm. Manufactured only at Professor HOLLOWAY'S Establishment, 533, OXFORD STREET, LONDON, and sold at 1s. 1 1/4, 2s. 9d., 4s. 6d., 11s., 22s., and 35s., each Box and Pot and in Canada, 36 cents, 99 cents., and \$1 50 cents., and the larger sizes in proportion.

CHEAP DRY GOODS 129--WATER STR 7-129. SIGN OF THE RED LAMP. RICHARD HARVEY, (Having completed his Fall Importations is now offering them at a very low price. Wineys from ... 2s. 6d. Sheetings ... 9d. Flannel, all wool ... 1s. 6d. Mole skin ... 1s. 6d. Blanketing ... 2s. 6d. Dress Goods ... 1s. 6d. Ladies Felt Hats each ... 1s. 6d. " Ulsters ... 2s. 6d. " Skirts ... 4s. " Ties ... 4s. " Winter Jackets ... 5s. Children's ... 3s. A LARGE ASSORTMENT OF Womens ES, Kid Boots: from ... 4s. 6d. " Pebble Lace " ... 6s. " Button " ... 8s. Mens' Long Boots from ... 10s. " Grain Deck Boots ... 12s. 6d. " Lace " ... 12s. 6d. Also 500 Pairs Mens' Macintosh Boots at 7s. 11d., only to be bought here.

A choice lot New Peas in Boxes or Chests from 1s 4 to 2s 4 FLOUR, BREAD, FORK BUTTER, MOLLASIN. And a general assortment of Groceries at very low PRICES at No 91—WATER STREET—No 12, Nearly Opposite the Custom House.

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From fourth Page.

positions are not inconsistent. What is considered a first class railway in England is one thing, and what may be regarded as a reliable, substantial, and efficient railroad in Newfoundland is another. The company agree to give us the best steel approved rails in its construction. They also agree to give us suitable locomotives of first-class workmanship, passenger coaches comfortably and well and well fitted, and when the road is completed they will have six locomotives and six equipped trains—three passenger and three freight trains. It is reasonable to conclude that they will not build such a road as is unfit for the work. Their interests and ours must be identical. The hon the Speaker refers to the section wherein the company are not compelled to accept barren or swamp lands. It would be indeed very poor policy to compel them to accept what to them or ourselves would be useless. Whatever money they expend in developing our resources must benefit us. The Bill leaves it in the power of the Government to reserve certain lands of Government purposes. The company therefore cannot touch those lands. It is true that the freight and passenger charges are put at a very high figure. By the 17th section they are prohibited from charging more, it doesn't follow that they will not charge considerably less: no is it reasonable that they will be induced to adopt a system which will have the effect of blocking out all freight or passenger traffic. It has been said that as monopolists, this company could charge rates that would amount to prohibitory ones. It was needless to point out that this would be a most shortsighted policy, and one that would very quickly work its own cure. For their own sakes they would make fair charges. No sane man would go to Harbor Grace by train, if he could get there in almost the same time by water for half the money. It was only reasonable to suppose that something extra would be paid for the advantage of minimized danger. It was not assumed there would be a great deal of freight brought to Carbonar, &c., because to these localities water carriage was more facile. But as you went north the danger of water carriage increased, insurance rates became higher and during five or six months of the year the Northern Bays were shut out from communication with St John's. It was but reasonable to suppose that during these months, a large traffic would be kept up with the Northern outports. The railway would be a most valuable auxiliary in bringing localities, that cannot be reached by water within connection with the capital. He failed to see how the prognostications, if the hon Speaker and the hon Mr Winter could result from our connection with the company; more especially since we had the security that their interests and ours must be identical. They must seek the settlement of their lands; that the traffic upon their line would increase, and that they would thus be made to pay. From that settlement and by reason of that increased trade, we must ourselves be directly benefited. With reference to the carriage of mails, some observations had been made by hon gentlemen. It had been calculated that for \$19,000 per annum, we could have a tri-weekly mail, which for many years would answer all our purposes. This would be a very marked saving upon our present rate, as well as giving our people more frequent mail communication. The 25th section which provided for the pre-emption of the lines of railway had been made the subject of comment. The colony had no desire to possess the road, therefore he said it was immaterial whether thirty or thirty-five years was mentioned. If the road were continuously and fairly operated, the terms of the contract were carried out, it appeared to be an absurd position for any hon member to assume, that the colony, owning as it would, each alternate section along the line, and having the direct supervision of the work, could not control the company's unfair operations; if upon the other hand they discover good mineral or agricultural land, they are not the sole beneficiaries for the colony owning each alter-

nate section is in as good a position at starting as the company; as regards the land itself of what value was it to us at present? It was of no value unless we could put roads through it, and it was idle to talk of the value of any road twenty miles from the seaboard, except it was a railroad. He pointed to the number of roads that at great expense had been laid down and which were now comparatively worthless. Of what advantage would such roads be to the agriculturists of Bonivista Bay? But when this completed railway taps the head of the valuable agricultural localities of that district a market will be opened to them at all seasons of the year, at the present time, farmers in that locality were enabled to produce far more than they could themselves consume but the only seasons they could get this surplus stock to market, was during the spring and fall when they had to enter into competition with Nova Scotia and Prince Edward Island, and very low prices were the result. In the budget speech of the Receiver General the other day he told us we had imported an immense lot of potatoes, turnips, hay, &c.; he hoped the day was not far distant when instead of being importers we would be exporters. It had been abundantly proved by experiments in the Cod Roy valleys, that the country was capable of producing very fine cattle and there was no reason that we in common with our neighbors of the Dominion should not share in the profits afforded to this enterprise in European markets. Kelligrews, Holyrood, Green Bay, and Trinity Bay, are all well capable of rearing large herds of cattle. These however, were but a few of the manifest advantages that would follow the completion of the railway project. Other industries, undreamed of at present, would most certainly spring into life. Having regard then to the circumstances of the people, to the fact that numbers of them were starving to the fact that no other industry calculated to support them at present presented itself, he felt impelled to support the Bill before the chair; even if the measure were much more objectionable in terms, he would support it.

The hon Mr Shea next arose, and not been speaking for more than five minutes, when he was suddenly taken ill, and was compelled to resume his seat.

Hon Mr Winter—The question before us to-night is very different from that with which we have to deal on former occasions. On the last occasion the question for our consideration was whether on certain terms and understood conditions it was it was desirable for this colony to have a railway constructed. Having determined in the affirmative with a unanimity and cordiality perhaps seldom or never witnessed in such a matter, and having appointed a Committee to give effect to our instructions, we are now here to consider how far it is expedient for us to sanction the contract which they have provisionally entered into. The question

See second page.

ADVERTISEMENTS. JUST OPENED.

**M. J. SHEEHAN,**  
Tinsmith and Dealer in Stoves  
Pegs 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.

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,  
ANGLE AND TOILET GLASSES,  
CHANDLER AND TABLE LAMPS,  
IN GREAT VARIETY.  
A large assortment of,  
GLASSWARE,  
NAILS,  
SHEET IRON  
PAINT,  
PUFFY, &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.  
Despatch Orders strictly attended to.  
V. ANDREOLI

**NEW GARDEN SEEDS**  
**JUST RECEIVED**  
AT  
**THOMPSONS**  
MEDICAL HALL,  
HARBOR GRACE

**FOR 1830 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—Reped, Corked and Leadad in the most approved manner.  
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**ST. JOHN'S, No. 1**  
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**ROBERT A. MACKIM,**  
MANUFACTURER OF  
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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.

ADVERTISEMENTS. HOUSEHOLD WORDS!!!



**HOLLOWAY'S**  
**PILLS AND OINTMENT**  
PURIFY OF BLOOD ESSENTIAL  
TO HEALTH, STRENGTH,  
AND LONG LIFE.

**THE PILLS**  
surpass all other Medicines for Purifying the Blood; they are available for all 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.

**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 33s., each Box and Pot and in Canada 36 cents., 90 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 Pots 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, 1880

**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.  
Wineys from ..... 2 1/2 per yard  
Sheetings ..... 9 1/2 " "  
Flannel, all wool ..... 1s " "  
Moleskin ..... 1s  
Blanketing ..... 1s 2d "  
Dress Goods ..... 6d "  
Ladies Felt Hats each ..... 1s  
" Ulsters ..... 7s. 6d.  
" Skirts ..... 2s. 6d.  
" Ties ..... 4d.  
" Winter Jackets ..... 5s.  
Childrens' " " " " ..... 3s.  
**A LARGE ASSORTMENT OF**  
Womens B.S. Kid Boots from ..... 4s. 6d.  
" Pebble Lace " ..... 6s.  
" Button " ..... 8s.  
Mens' Long Boots from ..... 10s.  
" Grain Deck Boots ..... 12s. 6d.  
" Lace " ..... 12s. 6d.  
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.

ADVERTISEMENTS. CURE FOR ALL



**HOLLOWAY'S PILLS**  
**CAUTION,**  
The PILLS Purify the Blood, correct 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, Croup, 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 counterfeits. Do not be misled by the audacious trick, as they are the counterfeits they pretend to denounce.

These counterfeits 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 counterfeits.

The Trade Mark of these Medicines are registered in Ottawa. Hence, any one throughout the British Possessions, who may keep the American Counterfeits for sale, will be prosecuted.  
Signed THOS HOLLOWAY,  
533 Oxford Street, London.

**Government Notice.**  
ALL PERSONS having Claims against the 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 Establish-  
ment.  
(To the east of Messrs. John Mann & 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 Beets 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.  
Also American Cut Nails—all sizes—by the lb or keg.  
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