

THE CARBONEAR HERALD

AND OUTPORT TELEPHONE

Vol 3

CARBONEAR, NEWFOUNDLAND, June 10th, 1881.

No 4

ADVERTISEMENTS.

THE CARBONEAR HERALD
OUTPORT TELEPHONE.

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

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Herald Office, Water St.
Carbonear,

ST. JOHN'S, No. 1
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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.

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May 27 3m

WANTED

An ELEVEN of HARBOR GRACE, CARBONEAR, or any part of Conception Bay to play a cricket match with an equal number of the TERRA NOVA Cricket Club on the occasion of the ZULU Cricket Club's Excursion to Harbor Grace, on the evening 5th July, 1881.

Address—
J. J. McGRATH,
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ADVERTISEMENTS.

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(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.

PROFESSIONAL.

DR RICHMOND SPENCER

may be consulted Mondays & Fridays at the residence of Mr Ambrose Forward until further notice.

WANTED

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At Heart's Content, now occupied by employees of the Anglo-American Telegraph Company, as tenants,

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For further particulars apply to
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AGENTS FOR HERALD

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

Brigus—Mr. P. J. POWER, School Teacher

Bay Roberts—Mr. G. W. R. HIERLIHY.

Heart's Content—Mr. M. MOORE.

Dell's Cove } Mr. Richard Walsh, Post

Little Bay } Office Little Bay.

Twillingate—Mr. W. T. ROBERTS.

Fogo—M. JOSEPH RENDALL

Tillon Harbor—Mr. J. BURKE, Sr.

King's Cove and Keels—Mr. P. MURPHY,

Boisvieux—Mr. P. TEMPLEMAN

Catalina—Mr. A. GARDINER.

Bay de Verdes—Mr. JAMES EVANS

Collier—Mr. HEARN

Conception Harbor—Mr. KENNEDY

HARBOR MAIN—Mr. E. MURRAY.

SALMON COVE—Mr. WOODFORD

Hollybrook—Mr. JAMES JOY.

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

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

HOUSE OF ASSEMBLY.

Wednesday, April 20

Continued

PETITIONS

Hon Surveyor General presented a petition from James Harney and others, of St. Marys, praying for a sum of money to erect a public wharf there. He thought the prayer of the petition a very pressing one, and he trusted that the Government would be in a position to accede to it.

Mr Dwyer had much pleasure in supporting the prayer of the petitioners.

Hon Surveyor General presented a petition from Patrick Nowlan and others of Conns Pond, praying for a grant to build a bridge over the river there.

Mr Parsons presented the following petitions from Michael Kelly and others, of Torbay, from several of the inhabitants of Middle Cove and Outer Cove, praying for grants of money to extend and repair roads in those settlements.

Mr Parsons presented petitions from Andrew Malone and others, of Torbay and Freshwater, praying for grants of money to extend and repair roads in those localities.

The Master-in-Chancery to Legislative Council, brought down the following message:—

Revenue and Post Office Bills without amendment.

Ordered that this message do lie on the table.

Hon Attorney General from the Joint Committee of the Legislative Council and House of Assembly in reference to construction of a Railway in Newfoundland, presented the Report of the said Committee.

Hon Attorney General also presented a Bill respecting the proposed Railway in Newfoundland, which was read a first time.

Ordered that the Bill be read a second time to-morrow

Hon Attorney General presented to the house the following Documents in relation to the proposed Railway:

No 1—Contract as proposed with A. L. Blackman on behalf of the Syndicate

No 2—Copy of Mr Blackman's letter of authority to act for the Syndicate.

No 3—Charter of Incorporation of the Railway Company

No 4—Letter of Mr Blackman on employment of laborers.

No 5—Telegraph of 20th April to Mr Blackman from Syndicate confirming Contract.

Ordered that the said Documents do lie on the table.

Financial Secretary (Mr Winton) from the Select Committee on the Bill relating to Banks for small savings, presented the report, which was read and adopted.

Ordered that the house do on to-morrow resolve itself into Committee of the Whole on the said Bill.

The house then adjourned till Monday next.

Monday, April 25.

The house opened to-day pursuant to adjournment at half-past three o'clock.

Upon motion the house went into committee of the whole upon the Registration of the Deeds Bill.

Mr Collins in the chair.

Hon Attorney General said that the object of the Bill was to annihilate the fees payable for the Registration of Deeds in the Northern District with those payable in the Central and Southern districts. Under existing law the fees were made payable to the present incumbent in order to bring his salary up to a fair standard amount, but at the time the Act was passed it was not contemplated that these fees would reach anything like the amount which had already in one instance been paid, and which might in future instances be paid. In 1878 fees amounting to £576 were received by the Registrar. It was unjust to the public who were called upon to pay that tax and on the colony whose revenue was not benefited by it. Of course the law provided that the Registrar should have all these fees and consequently he was entitled to receive them. But he thought it was the duty of the Legislature at this time to interfere and put an end to such an anomalous state of things. He had received from Mr Emerson a return of fees paid him for the last five years the amounts paid being from £170 to £200 annually. He proposed by the present Bill to give Mr Emerson in lieu of all fees the sum of 2000 per annum which arrangement was declared satisfactory by that gentleman. All fees in future he would pay into the public treasury. He then moved the adoption of the section as amended.

Mr Little was of opinion that it was very desirable that there should be a uniform charge for the Registration of documents for each district of the island. It was doubtful if the tax we imposed where the consideration-money passing was so large, was regarded as worthy of consideration. The fees payable upon an administration to an estate of fifty or sixty pounds is the same or within a few dollars of the cost of an administration to an estate of fifty or sixty thousand pounds. Such a state of affairs is a gross anomaly and one which should be immediately remedied. About such an anomaly we hear no complaints, nor have any steps been taken to amend the fees payable upon legacy or testate estates. He did not see what necessity there existed at present for any change in the fees connected with the Registrar Department, and if any change was attempted it should certainly not be in that particular department from which we could draw a fair Revenue. These various registration departments should be consolidated into one, and there should be but one Central Registry for the island with deputy registrars in every principal outport, such as Twillingate, Bonaville, Trinity &c.

Hon Attorney General was much obliged to the hon member for the observations he had made, with many of which he entirely concurred. He perfectly concurred with the remarks of Mr Little relative to the fees payable upon probates and intestate estates, and he hoped the matter would be taken up and dealt with in a short time by the Legislature.

After a few further observations from the hon A Shea, Messrs Parsons, Greene, Kent and the hon Speaker, the Committee of the whole House upon the Registration of Deeds Bill, rose, the Chairman reported that some

amendments had been made and that the Bill had passed.

Ordered that the Bill be read a third time to-morrow.

Upon motion of hon Mr Rorke the house was then resolved into Committee of the whole upon the Bill to repeal Tit. 102, Sec. 1, of the Consolidated Statutes relating to Labrador.

Mr O'Mara in the chair.

After some observations from the hon Mr Rorke, hon Mr Shea and Mr Goodridge the Bill was withdrawn.

Upon motion of Mr Parsons, pursuant to the order of the day, the house was resolved into Committee of the whole on the Bill respecting minors.

Mr Saint in the chair of Committee.

Mr Parsons moved the reading of the first section.

SECOND READING OF RAILWAY CONSTRUCTION BILL.

Hon the Premier would say that he should not have thought it necessary to make any observations at present if certain misapprehensions had not got abroad relative to the measure. The Committee, whose report is before them, were appointed by the unanimous resolution of the house for the purpose of negotiating a contract for a Railway. The Committee entered upon their duties under that resolution, and their time was spent late and early for a considerable period in negotiating with the agent of the Syndicate; and he would not be doing justice to those who formed that Committee if he did not refer to the assiduity, care and diligence which they displayed in discharging their important functions. They first took up Mr Blackman's proposals and the correspondence between him and the Government relative to that proposal; they adopted the offer of Mr Blackman as the basis for a contract and negotiated with him accordingly. The result of these negotiations are contained in the Report together with the proposed contract laid upon the table. The Bill before the House at present proposes to carry that contract coupled with the schedule which contains the incorporation clause into execution. It will be observed that the committee has had due regard to the prayer of the petition from Carbonear and Bay de Verdes. The contract provides that "the Government being desirous of extending the line to Carbonear, it is understood that the branch line from Spread Eagle Peak to Harbor Grace shall, if expedient, be altered, as convenient to connect Harbor Grace and Carbonear with the main line; or the Clarke's Beach or Briggs line may be extended to Harbor Grace and Carbonear upon such terms as may hereafter be agreed upon by the Government and the said Syndicate Company." The contract goes on to say that the "Company shall locate, construct, equip, maintain and continually operate in an efficient and safe condition as their sole property, three hundred and forty miles of Railway in the Island of Newfoundland," and this Railway is to be in the language of the contract of a "substantial efficient and reliable" character subject to the approval of a Government engineer, whose certificate of every five mile section, of such substantiality, efficiency and reliability before its acceptance or the payment of any subsidy or the grants of land provided for by the Government. It was generally conceded by this house that, taking into account the nature of the work and the cost of various gauges, that the gauge of three feet six inches was most suitable for our requirements and, though the committee had sufficient evidence before them of the existence and efficient working of thousands of miles of rail in the United States of the gauge of three feet, yet they have thought it advisable to obtain the largest gauge possible for the subsidy and have therefore contracted for that; suggested in the proposal of three feet six inches. Provision is also made for the weight of the rail which is not to be less than thirty-five pounds to the running yard; and this too, though the stipulation may not seem necessary, in view of the former stipulation that

See fourth Page

From fourth Page.

I have already recorded my strong protest to the alien clause. Consider the way the French have precluded us from the enjoyment of the best portion of our domain, and yet in the case of the French they have no title which can be assumed by us to exist. In this case we propose to confer a title in fee simple absolute and unequivocal. I see no reason to recede from the opinions I first entertained and expressed upon this point. There is a rather peculiar fact to be here considered, and one that bears very forcibly upon the character of this Company and that is that the subsidy is to be paid in instalments upon the completion of five mile sections. If the Syndicate possessed the capital for which they get credit, it is a very remarkable circumstance that they should insist upon this provision in their contract. It would appear to his (the S.'s) mind that the company was nothing more than a company upon paper, organized for the purpose of making it a scheme stock-jobbing operation. We have, it is true, the assurance of the Premier and others that they are satisfied with the character, financially, of the contractors. I must be pardoned (said the speaker) if I express my protest against the character of the security offered. In the proposition of Mr. Plunkett we had at least the certain security of \$400,000. The question as to the session of our lands as completed in this Bill, is a matter which calls for the grave consideration of the House. It is to my mind the very gist of this question and that which moves this Company to approach us in the character of contractors. We propose to give to Mr. Blackman under this Bill what he did not ask for in his original proposition. His original proposition was to take alternate blocks along the line of road. Now, however, his competitor being out of the way, he induces the Committee to permit him to select his land from whatever part of the country he may please. It was proposed by Mr. Plunkett that the Government should not issue any grants of land for a certain number of years. This was too many hon. gentlemen, a crucial objection against the Plunkett scheme. But there is now a reservation of a similar kind in favor of Mr. Blackman and to a far greater extent than was demanded by Mr. Plunkett. In the 17 section of the contract there is a provision which precludes the Government from disposing of any land within eight miles upon either side of the line of railway until Mr. Blackman first makes his selection. Now this is to be locked up against our own people, and against every one but the Syndicate of a period which will, in all probability, be eight years, and so we are compelled to lock up the lands on both sides of the line. This concession by the Committee he (the speaker) regarded as a very serious surrender of rights, which must be of peril to the interests of this country. It is now proposed as he before remarked, to permit Mr. Blackman to make his choice of good land and reject whatever is objectionable. And if we analyze this position we shall find that it means the certain cession of most valuable mineral lands. It must be assumed that the Government residue is of immense value to colony, and if properly realized should bring a large revenue. Adjoining Tilt Cove these are two square miles, the property of the Government. Adjoining Bett's Cove there are also two square miles as also at Little Bay and other mining places. It only natural to conclude that these lands, being of known value, will be the first attacked by this company. Every acre of this valuable land will then become their absolute property in fee simple, and they can dispose of them as they please. Under these circumstances he would ask hon. members to hesitate before committing them to such a condition of things. It is very easy to say "Oh what difference, does it make to us if our people get employment by it?" The question is, are we by such a course disposing of our lands to the best interests of the colony? Might we not utilize them to better advantage by offering them by sale or otherwise disposing of them? Whether or not this company carry out the contract, when they have completed forty miles of road they will become the absolute possessors of three hundred and twenty square miles of land. And, having ceded this large tract of valuable land, we have no greater guarantee for the carrying out of their contract than the paltry sum of \$100,000. In the earlier part of his discourse he had endeavored to point out some of the exceptional advantages which would be enjoyed by the Railway Syndicate. He had pointed out that in all likelihood one of their first acts would be to separate their land property from the railway property, and thus take complete control of our lands any security that their possession of these lands would offer. There was nothing in this whole contract to compel the Company to accept equitable terms in the event of any dispute arising between it and the Government. There was not a single penalty imposed upon them for the non-performance of their contract, except our power to withhold the subsidy; which amounted to little or nothing. Respecting the money penalty of \$100,000 which was to be deposited in the agreement, and our only remedy for such violation or non-performance would be a suit in the Supreme Court to obtain such damages in respect of which we had not the security of a cent. In every instance the alien

circumstances the very first land that would be taken up by this company would be the Government reserves. A right to search over three square miles is granted to a license, out of which a grant for one square mile is given, the other two miles reverting to the Government. This was the case at Bett's Cove, Tilt Cove, South West Arm Little Bay, and every other valuable mine in the country. Now if it were a fact that the Bett's Cove mining Co's property comprising some 27 square miles has been purchased by a recently organized company for a sum of one million dollars, and that this stock was again put into the market valued at three millions of dollars, or one half what this railway would cost to build, what it might be fairly asked, would 2556 sq. miles of the most valuable mineral lands in the country be worth? If this property was worth three million dollars; what must the property which we proposed to transfer to the Syndicate be worth? It was a miserably weak reply to make to this position; that for three hundred years we had done nothing with these lands. It was only within the past few years that attention had been directed to the value of our mineral lands; and during that time large sums of money had been expended. Everyone obtaining license to search under the existing law did so under certain conditions involving large expenditures of money and subject to the forfeiture of the land for the non-performance of these conditions. But these 2556 square miles, which we proposed to give the Syndicate, were to be granted in fee-simple subject to no restrictions whatever, not even such as we impose upon our people; and, no matter how grossly their part of the contract might be violated, hereafter that land was out of our possession, and probably out of their possession, and could never be reached by us. It was but reasonable to suppose that the land in the immediate vicinity of all the successful mines was of immense value. We had in this country a area of 2,200 square miles of serpentine formation, for the most part unexplored, and in this formation the most valuable of the economic minerals were found. It was fair to suppose that towards this great ore-bearing belt the attention of this company would be primarily directed, since to the most superficial observer it was apparent that the subsidy of \$180,000 per annum was the least inducement which we had to offer for the carrying into operation of this railway scheme. A very simple calculation would show that the money subsidy would be about four per cent. upon the outlay, not such a return as American speculators are wont to expect. Their land would be the backbone of the company. There was no shadow of a doubt that at the earliest moment possible the land would be separated from the Railway Company and made the subject of vast stock jobbing operations by Wall Street Stock-jobbers. He had listened with a great deal of attention to the hon. Attorney General in explanation of the grave departures from the original propositions of Mr. Blackman respecting the land. But he was bound to say no sufficient reason had been offered. Nothing could be plainer than the proposal to take the land in alternate blocks along the line where it could be obtained. No question of barren or swampy land arose. It might be said that it might be bad policy upon our part to give them barren land, because such lands could not be settled upon. And this position would be a very strong one if there were a scintilla of evidence to show that the Company had any idea of taking the agricultural lands and settling them. But there was no such prospect. The clause was highly objectionable inasmuch as it declared what the company should not be bound to take, but did not stipulate what they should take; thus placing in their hands virtually the selection of all the valuable ungranted lands of the country. The Company need not take a mile of agricultural land if it did not suit them to do so. He prayed God that we might not hereafter feel the lungs of the reptile that we now had the power to read or harness. There was nothing in this whole contract to compel the Company to accept equitable terms in the event of any dispute arising between it and the Government. There was not a single penalty imposed upon them for the non-performance of their contract, except our power to withhold the subsidy; which amounted to little or nothing. Respecting the money penalty of \$100,000 which was to be deposited in the agreement, and our only remedy for such violation or non-performance would be a suit in the Supreme Court to obtain such damages in respect of which we had not the security of a cent. In every instance the alien

tions in this contract were in Mr. Blackman's favor. In Sec. 10 under the head of 'Construction' these words appeared: It being understood by this and the subsequent sections of the Railway intended to be constructed shall not be what is deemed in England and the United States first class Railway.

To be continued.

AGENTS FOR HERALD

- The following gentlemen have kindly consented to act as our agents, a list of intending subscribers will therefore confer a favor by sending in their names and subscriptions that they may be forwarded to this office.
Brigus—Mr. P. J. Power School Teacher
By Roberts—Mr. G. W. R. HERRIOTT.
Hearl's content—Mr. M. MOORE.
Bett's Cove—Mr. Richard Walsh, Post Office Little Bay.
Tuitingate—Mr. W. T. ROBERTS.
Fogo—Mr. Joseph Re deli.
Tilton Harbor—Mr. J. BURKE, Sr.
King's Cove and Keels—Mr. P. MURPHY.
Boacista—Mr. P. TEMPLEMAN.
Catalina—Mr. A. GARDNER.
Bay de's de—Mr. JAMES EVANS.
Collier—Mr. HEARN.
Conception Harbor—Mr. KENNEDY.
HARBOR MAIN—Mr. E. MURRAY.
SALMON COVE—Mr. WOODFORD.
HOLYWOOD—Mr. JAMES JOY.

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THE CARBONAR HERALD
Our noblest heritage
CARBONAR, JUNE 10.

HOLLOWAY'S PILLS are admirably adapted for the cure of diseases incidental to females. At different periods of life women are subject to complaints which require a peculiar medicine, and it is now an indubitable fact that there is none so suitable for such complaints as Holloway's Pills. They are invaluable to females of all ages young or old, married or single. They purify the blood, regulate the secretions, correct all suspended functions, given to the stomach, and clear the complexion. The first approach of diarrhoeal action should be met with appropriate doses of these Pills; while taking them no restriction need be placed over the patient. They contain nothing which can possibly prove injurious to the system. The act by purifying the blood and regulating every organ.

FISHING NEWS.—Within the past week forty vessels have cleared at the Customs' Office for the prosecution of the Labrador fishery. Several of our planters have been detained for the want of salt, and others for the want of provisions which is daily expected from Montreal.

There are at present seven or eight American bankers in our harbor in search of bait. They all appear to be well-fished, some having as much as 1200 qtls green fish.

The fishery reports from the North Shore and South side of Trinity Bay are very favorable, and it is the opinion of experienced fishermen that a good deal will be done at both places on the first part of the caplin.

Caplin were reported plentiful at Small Point on Tuesday and Wednesday, and several were seen in our harbor on Tuesday.

The Oleander, Capt Leary, left yesterday for Harbor Grace for the purpose of taking in salt.

Correspondence:

To the Editor of Carbonar Herald. Carbonar, June 9, 1881.

Dear Sir.—Can you, or any of the readers of your paper, give us any information what to do with our boys. We cannot expect boys to have old men's heads on their shoulders, if we send them to school they are in danger of getting the skin cut from their flesh by the Master, and others, for little or no offence. If we return the compliment on the aggressors head we are sure to suffer for it by law. If we take the offenders before the Court we are sure to suffer for it and get our pockets lightened beside. Is any of your readers wise enough to tell us whether the law affords any protection for our boys, or whether any man in an angry state of mind is allowed to beat our boys just as he likes, whilst the parents look on and dare not interfere.

ONE WHO CANNOT GET OVER A BROKEN STILE.

To the Editor of the Carbonar Herald. Carbonar, June 9, 1881.

Dear Sir.—Can you inform me if there is any law relating to the surveying of shingles, or if people are allowed to sell shingles as they come from the Mill without being subject to inspection. Please quote the law if there be any.

Yours, &c.,

QUERY.

We quote the following two sections from the Consolidated Statutes for the benefit of our correspondent Query:—"The standard size of each shingle should be 18 inches long, and each bundle of shingles shall be 20 inches wide, and 25 tier high, well and closely packed; and if any shingles shall be falsely or fraudulently packed they shall be forfeited; and all shingles packed with the letter R by the surveyor shall be sold as refuse." Every surveyor is entitled to five cents for each thousand of shingles surveyed."

Local and other Items.

The following is the statement of Capt Colbert of the White Squall, who arrived here from St. John's on Monday:—About 9 a. m. with the wind about S. S. E. and a heavy sea on, I sighted a boat in a thick fog with signal of distress hoist. We hauled on a wind, coming alongside we saw it was a steam launch, we spoke them, and they told us that they were broke down. We could not take them then, we had to leave around to the eastward and shorten sail, in reaching to the westward we found we could not take them as the sea was so rough, we reached to the eastward again and hove them a small line with our big line attached, they hauled it on board and having no place to make it fast we hove them a hatchet, after some cutting they fastened the line to one of her beams, all r all was secured we took them on board and towed the steam launch about seven mile under a reefed foresail, our line burst and the sea being too rough to launch a boat we had to leave her to the mercy of the waves. She was purchased from Mr. Angel by Mr. Jerrit, of Brigus, and the men were bringing her home to him.

About 7 o'clock on Wednesday evening crowds might be seen wending their way towards St. Patrick's Church, for the purpose of witnessing a marriage ceremony announced for that evening. About 7 1/2 o'clock a number of carriages halted in front of the Church and all eyes were levelled on the fair couple who were to be united for life. They entered the Church and proceeded to

the front of the altar, where the marriage ceremony was performed by the Rev. R. Walsh; C. C. After the marriage ceremony the bridegroom escorted his fair young bride to the carriage, and the several guests also took their seats, and the carriages then proceeded down Water Street, turning at Harbor Rock Hill and proceeding to the residence of the bride's father, where the wedding was celebrated and kept up until the "wee small hours of morn," when all, after enjoying a pleasant night sought repose. The couple above referred to is Mr. Fahey, planter, of Hope All, to Miss Mary Hamilton, daughter of Mr. P. Hamilton, planter, of this town,

Hon John Burke was good-natured enough to send back the Herald last week, to give us a chance to make another forerunner of it. He knew it was in good demand no doubt. Good enough John! but we are not done of you yet. We must ask you how much the wharf on the island cost, also how much the wharf on the South side cost, and further, what you charged for your vessels to bring timber out of the Bay for the public, and other wharves, and many poor men with vessels, and how much you charged for the hire of your horses for hauling stone for the pumps and engine house. We have a thousand things to ask your Honorable self, and things of weight and financial bearing, which must be answered from the minutes if not before. We will also publish extracts from the journal of the House of Assembly for the past sixteen years.

The American fishing schooner, W. T. Emerson, Captain Gott, put in here this morning (June 8) for repairs having sustained considerable damage during the voyage from Orland, Me., to the Grand Bank. Last week she experienced a succession of south and southeast gales. On Saturday last, at 3 o'clock in the afternoon, when about 270 miles southwest of St. John's, and while under close-reefed canvas, the sea running terribly high, a squall of increased violence struck the schooner carrying away her mainmast close to the deck and doing other damage of less consequence. Fortunately, however the crew escaped without injury; and favorable winds and weather following, they managed to get the vessel into this port without further mishap. Captain Gott expects to have the necessary repairs effected in time to enable him to leave for the fishing grounds early next week.—Telegram

W. (Newfoundland) understand that the decision of the Imperial Government to pay £15,000 for the settlement of American fishery demands covers more than the Forting Bay case alone. Another question was raised some time ago by the Americans, arising from an occurrence we have somewhat similar at Apple Bay. This matter, it appears, has also been disposed of by the Imperial and United States authorities, and the payment involved makes part of the sum above stated. We are not yet informed as to the amount of the Apple Bay claim, which, we presume, will form a charge upon the Canadian Government, and will by so much reduce the sum payable for the Fortune Bay affair.

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

The "Wasp."

Why is a certain book-keeper in St. John's, the happiest man there to-day. Because his latest investment turned out a perfect Gem.

We think the Mosquito was rather too hard on Mamie. Even if a man did get married on the ocean, we don't think it proper that the whole island should know about it, especially people of Kings' Cove.

We hear from St. John's that the Sloop Guest is deserted by his friends of the Ram'em-down Club, and his only companion now is in the worship of a man with one of Mamie's boys. Our best bet is that the disposal of a y of the lady when they come over on the 29th, providing they are perfectly covered. We fear however that such will not be the case.

The himself went to Even would cape, the The ought a few da splendi they w ing of t Pirat list of the alce Sunday of these ing beti Ther siding i ligo wh dress o There in St J F'net have no Miss struttin weeks. to catch but the however whose a well kn don't t therefo to hear Our S ing and hundred themselves today s Some of among W goes by up a "s swiming am-ent Johnny fanny, men coe of these Died, after his Despatch M—s. At St after an L Broth, 25 years CR Tempo 140 (Opposite Reals, On would do hungry in June 3. P DR may be Friday's Ambrose er notice W ON the HOL HOUSES, At Heart employes o graph Comp A LO On interest For further

From first Page
 the road was to be substantial and efficient and subject to inspection and approval, without which we are not responsible for the subsidy. The general provisions are then made for the construction, rolling stock, trussing mason work, cross ties, bridging, ballasting, &c., and all necessary details so as to ensure the character of the line. It is then provided that "the company shall efficiently and continuously operate the lines of Railway according to a regular timetable" and shall run "one passenger train each way each day (Sunday excepted) over the whole line," but as many more trains might be added at the Company's business may necessitate. Some misconception has got abroad as to the carriage of mails by the Company. The Company are bound to furnish such accommodation for the transmission of the Government mails as the Government may require, and as to the payment for such transmission it is provided that

"The Syndicate Company shall provide the Government with all facilities for transporting the Government mails, when required, in such quantities as the Government may require. . . . As to the amount to be paid by the Government for such services, the terms shall be equitable and fair, and based upon mail arrangements in Great Britain, the United States and the Dominion, under similar conditions."

It cannot be expected that the Colony shall have the mails carried for less than other countries, under a similar state of circumstances, and the (hon. P.) believed that the House and the country will consider the provision as to the mails as wisely framed, and that the committee acted in the best interests of the colony in this matter. Although we pay at present about \$76,000 a year for fortnightly communication between the outports and Labrador, he believed that under the highest possible charge, the mails can be transmitted tri-weekly at a less charge than we now pay for these fortnightly mails. The next paragraph refers to the grants of land to be made to the company. The quantity was reduced to blocks of five thousand acres, and upon the discussion of the matter great anxiety was evinced as to the possible interference with the rights and necessities of the fisheries and it was urged with great force that due care should be taken to make ample reservation of these requirements, and that in various parts of the country it was absolutely necessary to reserve certain forest lands, though they may adjoin the railway and form part of the land to be taken by the company. A most comprehensive provision has been inserted to meet the needs of the fishing population and the general public, to the effect that "Nothing in this contract contained, shall preclude the Governor in Council from exercising the right to make such reservations relative to crown lands as he may deem necessary, to provide for the construction of roads and bridges, Court Houses, market places, churches, chapels, or other places of public worship, school-houses, bogs for supply of manure or fuel to the public, forests for the uses of the fishery, or for any other public use or purpose whatsoever." On the one hand, the Government insisted these powers of reservation, and it was then thought unreasonable that the company should be compelled to take swamp and barren land along the line. Besides, when it was considered that the object which this company had, in obtaining these lands, was to open them up for settlement, it was thought most unreasonable for them to take swamp and barren land, and it therefore provided that "the company shall not be compelled to accept barren or swampy lands along the railway, but may select from crown lands elsewhere." Therefore it is provided that where land is not obtainable along the line, fair good and shall be selected elsewhere in the position of one block to the Government out of every three. The reason of this proviso, is that it being the intention of the company to run branch lines in and about the region of these blocks in order to oblige them, such branch lines will open up the lands of the Government, equally with those of the company. It was thought only reasonable that where by the action of the Government was rendered valuable, that some concession should be made to the company, and every inducement and facility held out to the company to extend their lines and settle their lands. He (hon. P.) considered however, that the most important provision in connection with the grants, is that security is given by the section alluded to for the preservation of our fishery rights and privileges, by the reservation of public lands and forests for fishery and other public purposes, the section being as broad and comprehensive as possible for any public purpose whatsoever. The next important clause to which he would refer was the section to the right of way. This right of way is estimated at \$90,000, one half years ago, and if the right of way cost more than \$90,000 it will be borne by the company; if less, the company will of course retain the benefit as the amount is to be paid out of the last year's subsidy. The contract provides that a sum of money shall be deposited as security for the performance of the work, and the sum of \$100,000 may at first appear rather small, as the security of the performance

of the work, which will cost five or six million dollars; but the committee took all these matters into its consideration and looked upon the money to be deposited merely as an earnest of the work being proceeded with, for immediately the company had commenced building the road the country would have ample security in the construction and operation and operation of the road. The committee have not been unmindful of certain consequences which flowed to our laboring classes from the action of some mining companies a few years ago, when a number of miners were through the failure of the company to pay their wages, thrown upon the Government for relief, and in order to avoid a repetition of such provision is made for the payment of all labor on the line by the month, and the company is to place in some bank in this colony, every month in advance, sufficient to meet the current month's wages, and the amount to be deposited is to be arranged from time to time between the Government and the company. Now there is another clause to which he would refer, because there seemed to be some misapprehension both outside and inside the house upon the matter. The language of the report was so explicit, that it would be better to read it. It is to this effect:

"The offer contained Mr Blackman's original proposals, which would give the Government the right to an abatement of subsidy in the event of the cost of the road being less than fifteen thousand five hundred pounds per mile, was taken into full consideration by the Committee; but as the great reaction of the subsidy seemed to make this condition no longer applicable, and as it had been relied on as involving an valuable consideration for the Government, and further, the clause appearing to raise objections on the score of its creating an uncertainty in the reliable amount of the subsidy, and consequently operating to prejudice the financial operations of the Company, the Committee felt that it was wise to omit the condition from the contract, and they accordingly omitted it."

Hon Mr Shea rose and seconded the second reading of the Bill.

After a few observations from hon Surveyor General, hon Receiver General, hon Mr Winter, Messrs Goodridge, Jessier and Scott, the Bill was read a second time to be committed to a committee of the whole house on to-morrow.

Mr Scott begged leave to move the adoption of the address to His Excellency the Governor on the subject of the bank fishery.

Mr Goodridge had much pleasure in seconding the address.

Hon Receiver General wished to present a statement made by the hon member for Ferryland to the effect that notice had not been given of the withdrawal of the bounty.

Mr Rorke considered the enterprise was deserving of the continued support of the Government.

Mr Parsens supported the adoption of the address.

Hon the Premier said the address in its present form was hardly one that could be put to the house.

Mr Scott had no objections to such alterations as will insure the adoption of the Address.

After the suggested alterations had been effected the Address was carried.

Hon Receiver General moved, in pursuance of notice given, the following Resolution which was seconded by Mr Newlan:—

Resolved—That the Select Committee appointed to enquire into the present system of conveyance to the Labrador of females engaged in the Labrador fishery be empowered to sit and take evidence after the prorogation of the present session and to report to the House at the next session of the Assembly.

Hon Mr Rorke moved, seconded by Mr Penney, that the Select Committee on the desirability of legislation on the subject of coal-traps used in this colony be empowered to sit and take evidence after the prorogation of the present session and report to the House at the next session of the Assembly.

Upon motion of the hon Receiver General the Bill for the amendment of the District Courts Act was read a first time, and ordered to be read a second time to-morrow.

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

TUE-DAY, April 26.

The house opened at half-past three o'clock to-day.

Registration of deeds Bill was read a third time and ordered to be engrossed and taken to the Legislative Council by a deputation consisting of hon Attorney General and Mr Kent.

The house then resolved itself into Committee of the whole on Railway Construction Bill.

Mr Watson in the chair.

Upon motion of hon Attorney General the first section was read.

Hon the Premier said that he had made some observations upon the subject on last night which he considered unnecessary to repeat. He would therefore simply move the adoption of this section, the nature of which has been explained as far as necessary.

Hon the Speaker [Mr. McNeily] could not allow this section to pass without placing on record his strong convictions in reference to it, the manner in which the rights of this country have been treated by this committee and the serious consequences with which the project is fraught; consequences of such a character that their importance cannot be at present time fully estimated, but which involved to a greater extent than any measure that has ever come before this house, the future interests of this colony. He was compelled to express his extreme dissent from the conclusion at which the Committee have arrived. To a committee of both branches of the Legislature was referred the consideration of the Railway policy, and it was the determination of this house from which he had dissented, that Mr Blackman's proposition afforded a favorable basis upon which the committee were appointed to negotiate a contract. However the house did not assent to his resolution and the committee was appointed with these propositions as a basis of negotiation. It must be apparent that the committee had no powers beyond the consideration of what was contained in this preliminary proposition of Mr Blackman. The committee having concluded negotiations with Mr Blackman we were necessarily precluded from any reversal of their act, and it would be a very difficult matter for this house to revoke the action of the committee and cast a vote of censure on a committee to which were delegated certain powers. But he did not assume that the rejection of the bill would necessarily be a vote of censure on the committee. He had carefully and with much deliberation examined the whole question. The deliberate conclusion at which he had arrived after the most serious consideration, was that it was necessary for him in discharge of these duties to give his most strenuous and determined opposition to the provisions of this contract. The question was not for us to suggest such alterations in the contract as we may deem for the interest of the country; we are precluded from that course; but simply to take it up and accept it in its entirety or reject it altogether. The question which now logically presents itself to our minds is this: "Are the objections of this contract counterbalanced by its advantages?" His deliberative decision was that they are not and cannot be counterbalanced. There is no one who would more heartily hail the introduction of a railway in this country, who believed it was more conducive to the best interests of the country than was he; but he still could not see that the terms of the present contract were such as this colony should assent to. He was perfectly

satisfied that better terms could be secured than those now submitted. I find (said the hon Speaker) that the concessions to Mr. Blackman in the Bill before the House are much larger than he asked for in his original proposition.

To be continued

ADVERTISEMENTS.

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STOMACH, LIVER, KIDNEYS AND BOWELS.

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Manufactured only at Professor HOLLOWAY'S Establishment,

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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.

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Signed THOMAS HOLLOWAY, 533, Oxford Street, London, Sept. 1, 1880.

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Desires 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 Brick, where he has on hand a large assortment of

TINWARE

Of every description. Also a large assortment of Stoves and Castings.

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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.

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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.

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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 Board of Works are requested to find in their Accounts (duly certified) not later than MONDAY 26th inst.

By order JOHN STUART, Secretary.

HARBOR GRACE STORE DEPOT

Glass and Tinware Establishment.

(To the east of Messrs. John Mann & Co Mercantile Premises)

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Desires 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 Edge fish and American GOTHIC GRATES.

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

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