

THE CARBONEAR HERALD

AND RAILROAD JOURNAL

Vol 3.

CARBONEAR, NEWFOUNDLAND, March 17, 1882

No 35.

ADVERTISEMENTS.

THE CARBONEAR HERALD

RAILROAD JOURNAL.

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

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

POST OFFICE NOTICE

MAILS will be despatched from this office during the winter months as follows:

On Monday and Friday mornings via Topsail for district of Harbor Main, Briggs, Fortis-Grove, Bay Roberts, Harbor Grace, Carbonear and Heart's Content.

On Wednesday via Portugal Cove for Harbor Grace, Carbonear, Briggs, Bay Roberts, Bay-Side district, Trinity north and Bonavista south.

In the event of the steamer being prevented by ice from crossing Conception Bay, on Wednesday, mails will be forwarded overland via Topsail.

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On Wednesday, 11th of January, and each alternate Wednesday until 18th April, by overland route to Northern districts. Also per steamer on Monday 2nd and 16th January, 6th and 20th February, 6th and 20th March, 3rd and 17th April for usual ports of call to South and West.

If any time the Trinity Packet is prevented by ice from making the usual weekly trips, mails will be despatched overland on same date as for other Northern districts.

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General Post Office, St. John's, }
December 27th, 1881.

ALLAN LINE.

Winter Sailings—1882

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FROM HALIFAX.	FROM ST. JOHN'S.
TUESDAY, Jan'y 31st	MONDAY, Feb. 6th
" " 14th	" " 20th
" " 28th	" Mar. 6th
" Mar. 14th	" " 20th
" " 28th	" April 3rd
" April 11th	" " 17th

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Jan 18th Feb. 1st Feb 15th.
Mar. 1st Mar. 15th. Mar. 29th.
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Agent.

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ADVERTISEMENTS.

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WATER STREET WEST.
HARBOR GRACE.

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Dec. 30.3m

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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.

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Nov

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EATING BEFORE SLEEPING.

Man is the only animal that can be taught to sleep on an empty stomach. The brute creation resent all effort to coax them to such a violation of the laws of nature. The lion roars in the forest until he has found his prey, and when he devours it he sleeps until he needs another meal. The horse will paw all night in the stable and the pig will squeal in the pen, refusing to rest or sleep until they are fed. The animals which chew the cud have their own provision for a late supper just before dropping off to their nightly slumbers. Man can train himself to the habit of sleeping without a preceding meal, but only after long years of practice. As he comes into the world nature is too strong for him, and he must be fed before he will sleep. A child's stomach is small, and when perfectly filled and when no sickness disturbs it, sleep follows naturally and inevitably. As digestion goes on the stomach begins to empty. A single fold in it will make the gut restless; two will weaken, and it hushed again to repose the nap will be short, and three folds put an end to the slumber. Paragoric or other narketic may close its eyes again for without either food or some stimulating drug it will not sleep, no matter how healthy it may be. Not even an angel who earned the art of minstrelsy in a celestial choir, can sing a baby to sleep on an empty stomach. We use an oft-quoted illustration, "sleeping as quietly as an infant," because this number of a child follows immediately after its stomach is completely filled with wholesome food. The sleep which comes to adults long hours after taking food, and when the stomach is empty is not after the type of infantile repose. There is a difference in the world between the sleep of refreshment and the sleep of exhaustion. To sleep well the blood that sweats the veins in our head during the busy hours must flow back, leaving a greatly diminished quantity behind the brow that lately throbbled with such vehemence. To digest well the blood is needed at the stomach and nearer the fountains of life. It is a fact established beyond a possibility of contradiction that sleep aids digestion, and that the process needs no argument to convince us of this natural relation. The drowsiness which always follows the well ordered meal is itself a testimony of nature to this dependence.

Legislative Proceedings.

HOUSE OF ASSEMBLY.

THURSDAY, Feb. 16.
When the Hon. the Speaker had concluded the reading of the Speech from the Throne, Hon. the Premier (Sir W. V. Whiteaway) rose and said:—Before the House goes into transaction of ordinary business he wished to move a resolution of Condolence. Since hon. members had last met in this Legislative Hall, one of their members had been summoned away from their midst. A brief year ago and Mr. John Rendell occupied his seat in this House as a representative of Trinity Bay and a colleague of Mr. Watson and himself. He was then, to all appearance, in good health and spirits and with the promise of a brilliant future before him. Of him it may truly be said, that every man who knew him was his friend, and that he was incapable of making an enemy. Amiable, constant, clever, and above reproach, he has gone from us with passionate regrets and tender memories such as follow the good and true to their graves. To express the profound sympathy of this House with the near relatives and friends of the deceased member is the object of the Resolution which he now moved. Mr. Little (Leader of the Opposition) rose and seconded the adoption of the resolution. He said that the announcement of the death of the hon. member, Mr. Rendell, took them all by surprise. Even his intimate friends were not aware that his health was seriously impaired. He thoroughly endorsed the eulogium of the Premier just passed on the deceased gentleman. Every member of the House regarded him as a model of amiable, kindly and generous deportment, and sincerely regretted his early demise. It afforded him (Mr. Little) a most gratifying satisfaction to second the motion for a Resolution of Condolence, expressive of the sympathy of this House

with the bereaved family of the deceased member. On motion, the Resolution was carried unanimously. Mr. Watson, in rising to move for a Select Committee to prepare an address in reply to the gracious Speech from the Throne, desired to say that the illness of Governor Moxse was a matter of very general regret, necessitating as it did his absence from the country at a most important juncture. His early return, in restored health, will be anxiously looked for. The seal fishery of last year was a very partial one, in the sense of very unequal distribution, but the general aggregate was even beyond the average of most years. The loss of the steam-ship Lion with all on board was an appalling calamity that rises to the rank of a national calamity. The seal fishery for the past year has been generally good, although in certain localities it fell below an average. To this, general satisfactory result the enhanced prices, following upon the failure of the Norwegian fisheries largely contributed. There has been an improvement on former years. The Bank fishery, although partial in its results, has given a large yield in monetary returns. The demand for large merchantable fish has been responded to in large measures from the products of the Grand Bank fishery. The Government are entitled to a large measure of credit for their fostering care of this important industry. This care it requires no longer. It is now able to float without the aid of extraneous assistance. Our agricultural developments may be looked upon with pleasure and satisfaction. The hay, oats and potato crops, notwithstanding the backward character of the summer, reached a fair average and yielded good returns. The mining industries of the country in spite of the suspension of work at Mt. Cove, have yielded large results to the labor of the country; and the general prosperity of our people may be largely ascribed to this source. The ship-building industry has also largely increased. Although the number of vessels launched from the stocks last year is not equal to that of the previous year, the tonnage is greatly in excess and the quality of the vessels built is very much superior. It is gratifying to all of us to know that the revenue for the past year is in excess of the estimate. It is to be hoped that unlike what English Statesmen observed some years ago at the date of Anabana case, we have not drunk ourselves into credit. The Railway has prospered satisfactorily and the Company have pushed forward their operations with great vigor. A large quantity of employment has been given to our people during the winter in cutting the Railway ties or sleepers. The Company deserve great credit for the promptitude and exactness with which the terms of the contract have been carried out. Already the line has been graded and built nearly as far as Kelligrews. His Honor the Administrator informs us of the fact that Her Majesty's Government has authorized the local Executive to make grants of land upon the West and North-East Coast of the Island where the French enjoy fishery privileges. We are also informed that Her Majesty has graciously assented to the Act passed in 1878, providing for the representation of that part of the Island in the Legislature. This is a matter of very great importance, and the recent Act of the Imperial Government is a subject of public congratulation. For more than 100 years of the West and North-East coasts of this Island have been in a most anonymous position, and the inhabitants have been debarred from the exercise of their just rights. This new turn of events while giving to Newfoundlanders their privileges will in no way interfere with the fishing rights guaranteed to the French under past treaties. The facts and events just referred to are sufficient to constitute the present year an epoch in the history of the country; and he fervently hoped that we are now about to make a new departure in the part of progress and prosperity. He would now move for the appointment of the Select Committee to prepare the Address in Reply.

Mr. Rice seconded the motion for the Select Committee, and observed that without a single exception this was the only occasion on which the Legislature was opened by a speech from a Representative of Her Majesty other than the Governor of the Island; and while we congratulate our fellow citizen, His Honor the Administrator, whose voice has often been heard in this Chamber in friendly

strife, on representing Her Majesty on this occasion as the Administrator of the Government, we cannot but deeply regret that the cause of it is the illness of His Excellency the Governor, Sir Henry Marse. The past year has been on the whole a successful one. The precarious character of all fisheries necessarily result in the reward of labor in others. This rule applies to all fisheries, whether salmon, cod, herring, or any other, and when the general result of the whole is satisfactory we have great cause for thankfulness. While upon the subject of fisheries it is not incongruous for me to congratulate the Government upon the result of their efforts to re-establish the Bank Fishery which is now assuming an important position among our local industries. It will be a subject for the consideration of this House whether the recently adopted mode of fishing with cod-traps is not a matter for restrictive legislation. By this method of fishing a vast deal of immature fish is caught and destroyed, and it appears to be little better as a system of fishing than is the old condemned mode of herringing. The present manner of conducting the seal fishery by steamers is also a subject of grave complaint, and I have been entrusted this year with several forcible petitions against it. The burden of the complaint is the killing of thousands of young seals before they have reached a merchantable or marketable value. The punning and bulking of seals is also open to serious objection. Many thousands of seals thus killed and pinned are never recovered. It is pleasing for us to learn that the mining industries of this country are steadily developing. Although some of our mines were in a transition state and others were partially suspended—still the export of copper ore last year exceeded that of any previous year's shipment. Agricultural operations last year, owing to the specially backward character of the weather, were not as prosperous as could have been desired. Still the clearing and cultivation of waste lands are constantly in progress. Referring to ship-building he (Mr. R.) would observe that although the number of vessels built was not as large as usual, still the tonnage was much greater. He would congratulate the Hon. Receiver General on the good state of his finances. The Revenue is in excess of the estimate. It is necessary to be well fortified at times with the sinews of war, and in his department a full chest is a powerful engine. He was pleased to find on coming to St. John's that so much progress had been made in the work of Railroad construction. All things considered, he thought that the advanced state of the work was highly complimentary to the energy and spirit of the Railway company. He fully reciprocated the sentiments which prompted His Honor, the Administrator to refer to the great benefits derivable to our people from this industrial source. He (Mr. R.) must also congratulate the Premier on the result of his visit to England in connection with the French Shore fishery and territorial question. This has been a subject of great bitterness and rivalry, and one of chronic and ever recurring difficulty. The inhabitants of the so-called French Shore will now enjoy their full political and social rights. This is a marked and prominent event in this Newfoundland of Ours. Although the Imperial Government have been slow in recognizing our rights and in evincing a determination to maintain them, still we are gratified to find that the recognition and the determination have come at last; thanks to the energy and persistency of the hon and learned Premier. He (Mr. R.) trusted that the country would gratefully accept these happy results as the lasting and important elements to Newfoundland of the year 1881, and as containing the germs of the future prosperity and happiness of our common country. He had much pleasure in seconding the motion.

Mr. Carter was unable to concur with the remarks of his hon colleague Mr. Rice, on the subject of Railroad construction. It is a question on which there has been, and still is, been, and still is, a great difference of opinion. See fourth Page.

Legislative Proceedings.

HOUSE OF ASSEMBLY.

THURSDAY, Feb. 23.

The House met at the usual hour.

On motion of the Chairman Board of Works the Committee on Contingencies was appointed.

On motion of Mr. Mackey, the committee on printing and Reporting was named; that of last year being reappointed.

On motion of Mr. Scott the hon. the Hon. Mr. Carter on the Table of the House a statement showing the amount collected in each year for the past 6 years by the Water Company on account of sewerage.

Mr. Watson, from the Select Committee appointed to draft the Address in reply to the speech from the Throne, moved for suspension of the rules of the House in reference to the Address.

On motion the House then resolved itself into Committee of the Whole on the Address—It having been read a first and second time. Mr. McLoughlin in the chair.

The following is the Address in Reply:—

To His Honor Sir Frederick B. T. Carter, K. C. M. G., Administrator of the Government of the Island of Newfoundland and its Dependencies.

May it please Your Honor, We the Commons House of Assembly of Newfoundland in Session convened, thank your honor for the gracious speech with which you have been pleased to open the present Session of the Legislature, and desire to convey our sense of gratification on this first occasion of greeting your Honor as Her Majesty's representative in the administration of the Government of the Colony.

While offering you our congratulations, we, with your Honor, sincerely regret the absence of His Excellency Massey, caused as it has been by serious illness, and we hope in a short time to see him return in re-established health to the performance of those duties for which we believe him to possess high qualifications.

We observe with satisfaction that the prosecution of our staple industry of the fisheries of the last season was followed by generally favorable results; and that, notwithstanding the partial deficiencies in the catch of fish on this coast and on Labrador, compensation was found in the enhanced prices obtained for this produce. It is gratifying to learn that the Bank Fishery continues to meet the expectations which a few years ago led to the revival of this valuable pursuit.

Although agricultural operations were less operative than usual last year, this result is to be ascribed to a continuance of exceptionally adverse weather, and not to any cause tending to discourage industrial efforts in future seasons.

The increase of mineral exports in 1881, and the prospect of enlarged developments in the near future, investing mining business in the Colony with great and hopeful interest.

The late comparative diminution in the number of native built vessels entitled to tonnage, appears to be no indication of decline in this branch of enterprise, but rather to signify that the wants of the trade have been largely supplied during recent years. This opinion is confirmed by the fact of the continued activity of our people in the construction of craft of small dimensions suited to their various purposes.

We are glad to learn from your Honor that the estimate of the Revenue for last year was exceeded by the realized amount, and thanking you for your promises of the accounts of 1881 and the estimates for the present year, we would assure you of our readiness to make adequate provision for the public service.

The conception of the Railway, under contract with the Newfoundland Railway Company, has been to us a subject of the deepest interest. We concur with your Honor in your estimate of the work since accomplished and of the benefits already dispensed in employment and large pecuniary outlay amongst our people. We are convinced that these advantages will be enlarged relatively with the progress of this great enterprise, which in its results is doubtless fraught with substantial and permanent prosperity for the Island.

We note with much satisfaction that Sir William Whiteaway's last visit to England has been attended with highly advantageous consequences—in the authorization of the Local Executive by Her Majesty's Government to give grants of land, within prescribed reservations, in those parts of the Newfoundland coast where the French have privileges of fishery under Treaty and in the assent of Her Majesty, previously withheld, to the Act of our Legislature passed in 1878 conferring representation in the General Assembly upon the inhabitants of St. George's and White and Boone Bay district. These important measures, with the present and prospective arrangements for the establishment of legal authority and other requirements in the district above named will be justly valued, both from the credits that must hence arise to our own population, and for the more efficient prevention of difficulties between English and French fishermen.

This measure reciprocates the sentiment expressed by your Honor that the coincidence of the facts to which we have just referred with the commencement of the Newfoundland Railway, imparts to

the present period a character of progress worthy of public congratulation.

We shall be glad to receive the Despatches and other public papers of which your Honor has informed us; and we trust with you that our deliberation may result under the Divine guidance in measures promotive of the country's welfare.

JAMES H. WATSON, Chairman. R. P. RICE. A. M. MACKAY.

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.
Beard's Cove—Mr. M. Moore.
Beard's Cove—Mr. Richard Walsh, Post Office Little Bay.
Twillingate—Mr. W. T. Roberts.
Fogo—Mr. Joseph Reddell.
Talon Harbor—Mr. J. Burke, Sr.
King's Cove and Keels—Mr. P. Murphy.
Boacista—Mr. P. Templeman.
Catalina—Mr. A. Gardiner.
Bay de Verde—Mr. James Evans.
Colder—Mr. Hearn.
Conception Harbor—Mr. Kennedy.
Harbor Main—Mr. E. Murray.
Salmon Cove—Mr. Woodford.
Lillybrook—Mr. James Joy.

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

THE CARBONEAR HERALD

"Donest Labor—our noblest heritage."

CARBONEAR, MARCH 23.

Blackman's Railway Project.

By receipt of Canadian papers, we are put in possession of the general outlines of the new Railway scheme, which is agitating the minds of Capitalists on each side of the Atlantic. The projectors intend, not merely an American but a European road; for the traffic and travel which they calculate on, are those which in the course of trade and otherwise are continually passing between the two continents. To understand this scheme, which after all is not as gigantic as one at first sight might suppose, it is necessary to remember that even at present, an all rail line is in operation across the strait of Canso, the extreme eastern point of Canada, to every principal city and even town in the United States. Two or three years hence, again, there will be no fewer than three distinct lines running across the continent to the Pacific ocean, two of them in the United territory and the third, the shortest of all it so happens, through the fertile region of the British or Canadian North West. Thus, a person landing at Canso strait will be enabled, possibly without even once changing cars, to proceed over land to San Francisco in California or Victoria in British Columbia.

Now Mr Blackman's project is to extend rail communication east from Canso Strait, through the island of Cape Breton—distant but one mile from the North American continent—to Cape North, thence by steamer some 50 miles to West coast of Newfoundland, and thence across the latter island to St. John's, by a line of railway which he avows his ability to construct within three or four years. His intention is, that when European passengers land on the Eastern coast of our island, they be conveyed by rail across the country, and carried (in the same cars) by steamships specially

built for the purpose to Cape North, thence by railway to Canso and similarly across the one mile strait, and thus put in communication with the network of American railways. There is nothing scientifically impossible in this undertaking. The only new feature is that the passenger and freight cars will run directly on board the steamers, without removing passengers or breaking bulk of any kind whatever. An arrangement of the kind is quite feasible, and by no means as expensive as one might, without due consideration, be inclined to think. In fact the whole scheme practically implies the following expense and no more, namely, that of a railway 80 odd miles long in Cape Breton, steamship service to Newfoundland, and a railway across the breadth of the latter island. We may assume the worst possible view of the case; and still the scheme may be eminently lucrative to its promoters.

Experience has proved that the lines across the Rocky Mountains, though they pass through several hundred miles of sterile precipitous territory, pay a respectable and annually increasing dividend to the shareholders. Why therefore, should not a less length of improducible road connecting America with Europe by means of the first mentioned case, the great volume of trade and travel that is evolved from the two extremes of the lines, is more than sufficient to counterbalance the lacking defects of an intermediate portion, there can be little reason to doubt that a similar state of things will be verified in a case in which Europe and America are concerned. And indeed if mere travel, and it is usually travel that pay railways the best, be taken into account, it may be put down as certain that nine tenths of the persons who cross from the old world to the new, will prefer to be the fewest number of days possible aloft on the ocean. According to present facilities they are from nine to eleven days at sea; but under Mr. Blackman's scheme they will be but four or five at the most. Not alone this, but time which in our day is money to the commercial community, will be saved. Both those considerations uniting in favor of the project, we will not be surprised if it be proceeded with in great force before many months shall have elapsed. The Dominion Government and Local Governments as well of Canada have given Mr. Blackman everything that he asks. Newfoundland will interpose no obstacle. It is quite probable therefore that what is in many respects the greatest railway project ever yet contemplated will in short course of time be happily realized. This will make our island an intercolonial wharf. It will become the highway of nations, somewhat as Alexandria was before the Cape of Good Hope was doubled, and as Victoria was in the middle ages, when all the commercial intercourse between Western Europe and the East Indies found passage by the Adriatic and through the Mediterranean. This may seem to be building castles in the air,

but it is perfectly safe to assume that there are a hundred real facts to be considered today, which not many years ago were by far more visionary.

Correspondence.

(To the Editor of Carbonear Herald.)

Bay Roberts, March, 1882.

Dear Sir,—

When I last wrote you and promised to write again, I did not think my few remarks would have caused such a fuss. I was pleased to find that my old friend the Editor of the Advocate copied it, but I must confess my regret to see the footing the scoundrel's Ledger put on it and his coarse assertion towards my friend. I am well aware of his reasons for so doing. He is making every effort to revive the feeling of '69 and '73, but Briggs is too near this pace for me not to know his actions well. He thought by attacking the Advocate, a Catholic journal, in defence, as he tries to put it, of Orange rights, he would gain the sympathy of his brothers. But they know him of old and have measured his principals, on that question, long since. I would ask the Editor of the Ledger a few questions as he denies the visit being a political one. 1st.—Was it not said we are your friends, your brother's and support us as such will see your wants attended to. 2nd.—Mr. — will want your support at the coming election and we must stand shoulder to shoulder? Was it not said, we have the power of returning one member here and Mr — is your man? There are several other questions which I could ask you but it would only excite religious feeling and bring out scurrility, and have the effect of giving you what you want what you are look for. You must remember people are now being educated and won't be duped by your endeavored to put creed against creed and neighbour against neighbour. Orangeism do not mean political loyalty if it means brotherhood. It do not or ought not to deprive or coerce a man from his true opinion and free franchise. But Mr. Ledger that what you try to make it out for your own selfish interest, not for the good of the country or the fraternity, and therefore to preserve the peace and well being of society I would advise every well thinking Orangeman to stand by his country as well as his creed and not allow such tons and sneaks to stir up anything like a religious question in connection with the selection of your man for the Assembly. Mr. Ledger can you deny that the visit of the first week in February was not a political one? Mr. Ledger when you next go to attack any body in connexion with this matter attack W. S. W. not the Herald or Advocate and I will give you something to tickle your gums.

Now for that lying malicious little concoctor the Telegram in the issue of the 24th ult., under the head of "To Correspondents" appears a base falsehood against me. The item reads as follows:—

"We have a communication from our esteemed correspondent Delta denying that Mr. James Browning was with the deputation at Conception Bay last week as referred to by W. S. W., and the Advocate, and stating that the mission of said deputation was 'crowned with success.'"

Who ever heard of such an absurd concoction. I have often heard of Editors drawing on their imagination for an item but I never heard of them drawing on the imagination of another "well hawley ever." Now what has become of Delta ever since he made his announcement and no more. Has he disappeared round the corner of Gregory's Lane to reappear in that flour store on McBride's Hill. But hark at Mistra Murray, here he is again over my signature, trying to make his 3,500 readers, excuse the number, believe that the letter was written by me and was apologetic for omitting Mr. Browning's name instead of inserting it. After that cannot the Telegram manufacture any falsehood and contradict it without a blush. Why did he not speak of Morrison, Soper and other who were present.

Hoping you will excuse me for so much trespass on your space, I remain as usual,

Yours truly,

W. S. W.

P. S.—I would feel much indebted to the Editor of the Advocate if he would confer a similar favor on me this time.

W. S. W.

(To the Editor of Carbonear Herald.)

Carbonear, March, 1882.

Sir,—

I noticed a letter in the Telegram of March 1st, signed A Teetotaler, but I fancy the signature would be more appropriate were it signed Bum's Day, as the writer, though at present a teetotaler, is really the bone and sinew of Rum. This worthy endeavored in his epistle of "big words" to throw discredit on some of Carbonear's most independent men. But why did he do it? Was it for fame, gain or animosity? If for fame I pity him, if for gain I excuse him, but if for animosity I for ever dispense with him. I will, dear reader give you a few of his remarks, he says, "A certain publican endeavored to procure votes at Victoria Village by offering as a bribe tobacco." Now, Mr. Editor, consider this to be a great insult to Victoria Village and believe it to be untrue. Are the Village people as far behind the age as to sell their votes for the weed? If so they have my sympathy as well as a chaw of the best. Why, Sir, that's what we used to give the Indians on the Labrador for skin boots. Is it ever possible the Village people will allow this insult to go unchallenged. Where is Curnew the conquerer? Mr. Teetotaler were you present at the offering of this impetuous bribe. How did you come to hear it? Surely none of those who took the bribe confessed to it. Probably it is in that classic locality where the tobacco famine is prevalent that the bright star of your existence resides. If so, no doubt, the fair one has told you all. Next he says, "A wealthy landlord has evicted his tenant for acting as Returning Officer." Mr. Editor, was that not a business transaction which could be settled without the interference of an outsider. But ambition will make fools meddle with the business of wise men. Last but not least he refers to a fat publican, who he says sarcastically, "by the way is going to have charge of a sealing steamer the coming spring, has seen fit to cancel the name of one of his crew whose father gave his name in favor of the Bill." Now, sir, if a man be temperate in one thing he ought to be temperate in all, even his assertion. This fat publican, as he takes the liberty to call him, has had charge of a vessel for the past 12 or 20 springs with good results, and his fame as a sealing master is admitted by wiser heads than teetotalers. What is more he has always chosen his crew without resorting to sect or partyism. Had the man refused, been a good man he would have received a birth of his father was a Bradlaughite.

Yours, &c.

A FREE VOTER.

(To the Editor of Carbonear Herald.)

Adams Cove, March 1882.

Sir,—

It seems that some evil disposed persons are determined to injure me in the mail service. They have written to the General Post Master against me, on the ground that I neglected to do my duty the past winter. I cannot see when I neglected to do my duty. The mails were conveyed to Western Bay, on the regular days whenever there was a possibility of travelling with them and that is well known to the Shore. It seems that there are 3 or four leaguers together, in the upper division of this District, pledged to nothing less than turning me out of the mail service. They are trying to show that they are the Caleb's and the Joshua's, that they possessed all the free air over Bay de Verde district. These are noted to be the most influential men in the district by persons who don't really know them. Some of them can be known by their mark. One of them while dressed in a mailbag querset and facing over Small Point marsh a frosty day, probably to Mr. Hayden's with a little kettle for molasses, got his ear pragnated with a material called frost, and since that he has ear enough on one side to supply two full grown men. Though he got such a nip from the silvery enemy he has no compassion for others. Not even the courier, who is risking his life to give satisfaction to the public. There was one day, the 14th of Jan., the day Michael Foristal met his death in the snow storm, that they must have taken advantage of, because neither horse nor man could travel the shore that day. Some of these men started in business the whole stock in trade being a few doses of salts and sea backed up by a roving Doctor. From the first step of this purging business, he went on and now he is trying to injure those who commenced

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Local.

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Carbonar Herald,
 March, 1882.
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business manly to feel and cloth the poor of this district. The young lady Miss Nichole can certify that the mail service of the upper division of this district has been carried out as well as could be, considering the travelling. Some of those enemies of mine, I am told, are electioneering and have a man chosen to take charge of the mail underhanded. I am not engaged canvassing, neither will I. There is no need of it in this district. I shall expose some of these busy bodies in a future issue. I would challenge Newfoundland to find a man to put a spot on my character. The Road Board will do nothing in cleaning the snow in parts of this District on the main line where travelling is almost impossible. I remain yours truly,
JAMES EVANS.

Local and other Items.

We must apologise to our many readers for not being able to publish the HERALD before this date, but as we were making arrangements for the publication of it as a semi-weekly journal we were not prepared for this. From next Tuesday forward this paper will be published every Tuesday & Friday. We have decided to call this Semi-Weekly visitor, "THE CARBONAR HERALD & RAILROAD JOURNAL" and will make every effort to keep its readers posted in all matters connected with the Railway and its progress. This paper will be sold in all parts of the island for 4c. per copy or \$3.00 per year. We hope ere long, with the assistance of our friends and correspondents, to be in a position to say this paper before its readers, tri-weekly at 2c. per copy. Advertising will be done on the cheapest possible terms.
 But for the misfortune with which we met last week, in getting our feet frost bitten, we would have commenced on Friday last, for which day the outside is dated.

The Benevolent Irish Society celebrated St. Patrick's Day by marching in procession order through the principal streets of the town and attending Divine Service, which was celebrated by the Rev. Dr. McGreggor. After which His Lordship ably delivered the panegyric of Ireland's Saint.

We regret to learn that the Hon. John Burke, is but very little improved in health and in all probability will not attend the Assembly this season. We wish the hon. gentleman a speedy recovery.

We have been requested by A. L. Blackman, Esq., to inform the people of this town that it is the intention of Railway Syndicate to commence operations with the opening of the season. Mr. Loomis will visit here about that time for the purpose of deciding which route will be the most practicable, and if possible to work the shore line.

The Catholic Benevolent Irish Society enrolled 130 new member at their last two meetings, and the sum of \$150.00 received at the table. The Society celebrated St. Patrick's Day by holding a special meeting in their Hall and enrolling a large number of members.

Au Tevoir.—Your article and the limey molasses will appear in our next issue.

Impartial.—Your letter is held over for want of space until our next week's issue.


The accidents of this area unavoidable but should a writer accidentally get hold of a dab pen, the remedy is easy. procure one of Butebrook's Steel Pens: The Stationers have them. Canada agency, Robert Miller, Son & Co., Montreal.

ADVERTISEMENTS.

NOTICE.

ALL Sleeps cut for the Newfoundland Railway Company, must after this date be cut 8 feet long, be hewn on two parallel sides, of a uniform thickness of not less than 6 ins., the face must be not less than 6 inches wide and smoothly hewn and free from all score backs. Of sound timber, to be either of Spruce, Juniper, Pine or Marsh Fir. The two Ends must be cut square, Sleepers under size will not be received.
 By order of the
NELD, RAILWAY COMPANY.

ADVERTISEMENTS
HOUSEHOLD WORDS



HOLLOWAY'S PILLS AND OINTMENT

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

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

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

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

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

Manufactured only at Professor HOLLOWAY'S Establishment,
 33, OXFORD STREET, LONDON
 and sold at 1s. 1/4, 2s., 9d., 4s. 6d., 1s., 2s., and 3s., each Box and 1/6, and in Canada, 35 cents, 9 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 herefore look to the label on the Pot and Boxes. If the address is not 33, Oxford Street, London, they are spurious. The Trade Mark of my said Medicines are registered in Ottawa, and also at Washington.

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

POST OFFICE NOTICE

MAILS will be despatched from this Office during the winter months as follows:

On Monday and Friday mornings via Topsail for district of Harbor Mann, Brigus, Fort-Croft, Bay Roberts, Har or Grace, Carbonar and Heart's Content.
 On Wednesday via Portugal Cove for Harbor Grace, Carbonar, Brigus, Bay Roberts, Bay-de-Verds district, Trinity north and Bonavista south.
 In the event of the steamer being prevented by the ice from crossing, Conception Bay on Wednesday, mail will be forwarded overland via Topsail.
 On Friday, at the arrival of mail steamer, for Bay Bulls and Ferryland district, St. Mary's and Placencia district.
 On Wednesday, 11th of January, and each alternate Wednesday until 18th April, by overland route to Northern districts. Also per steamer on Monday 2nd and 16th January, 6th and 20th February, 6th and 20th March, 3rd and 17th April for usual ports of call to South and West.
 If any time the Trinity Packet is prevented by ice from making the usual weekly trips, mails will be despatched overland on same date as for other Northern districts.

Mails per steamer and Northern overland route will close at 8 a.m. on morning of despatch. All others at 9.30 a.m.
 General Post Office, St. John's, }
 December 27th, 1881.

NO PATENT, NO PAY.
PATENTS Obtained for Mechanical Devices, Compounds, Designs and Labels. All preliminary examinations as to patentability of inventions free. Our "Guide for Obtaining Patents" is sent free everywhere. Address—
LOUIS BAGG & CO.,

ADVERTISEMENTS
A CARD.

AVALON HOUSE.
 WATER STREET WEST.
 HARBOR GRACE.

THE SUBSCRIBER desires most respectfully to intimate to the general public that she has taken the house owned by the late Mr. JOHN HUTTONS, a few doors west of the mercantile premises of the Hon. W. J. S. DONNELLY, where she is prepared to accommodate respectable BOARDERS (permanent and transient) at moderate rates.
 Mrs. B. FURLONG.
 Dec. 30. 3m

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 best 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—America matches, Harness Rings and Bucket Sheath Knives and Bait Wash Boards, Rooms, Clothes Lines Water Pail Latches, Kerosene Oil—best quality Carpentine, Stove Shoe, Paint & Oil, Brushes, Preserved Fruits, and Ed Milk, Coffee, Soaps, and a general assortment of Groceries, Hardware, Glassware, Tinware etc.

American Cut Nails—all size
 by the lb or keg.
 No.

PATENTS.

We continue to act as Solicitors of Patents, Caveats, Trade Marks, Copy rights etc. for the United States, Canada, Cuba, England, France, Germany etc. We have had **thirty-five** years experience.

Patents obtained through us are noticed in the SCIENTIFIC AMERICAN. Its large and splendid illustrated weekly paper \$3.20 a year, shows the Progress of Science, is very interesting, and has an enormous circulation. Address
MUNN & CO., Patent Solicitors,

ST. JOHN'S, No. 1

MARBLE WORKS
 THEATRE HILL, ST. JOHN'S.

ROBERT A. MACKIM
 MANUFACTURER OF

Monuments, Tombs, Grave
 Stones, Tables, Mantle 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 this line.

N. B.—The above article will be sold at much lower prices than in any part of the Province of the United States

ALLAN LINE.

Winter Sailings—1882

S. S. "NEWFOUNDLAND."

FROM HALIFAX.	FROM ST. JOHN'S.
THURSDAY, Jan 31st	MONDAY, Feb. 6th
" " " Feb. 14th	" " " " 20th
" " " " 28th	" " " " Mar. 6th
" " " " Mar. 14th	" " " " 20th
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Connecting with steamers from Liverpool for Halifax—
 Jan 15th Feb. 1st. Feb 15th.
 Mar. 1st. Mar. 15th. Mar. 20th.

A. SHEA,
 Agent.

ADVERTISEMENTS.
BOWDEN'S
Sewing Machine Depot
 SAINT JOHN'S.
 Just Received ex. s.s. Nova Scotia a choice lot of new Hand
Sewing Machines,
 Manufactured by the Britannia Sewing Machine Co., England.
OF THE SINGER PATTER
 These are the First lot of HAND SEWING MACHINES ever imported, and contains improvements controlled by no other machine.
 SAMPLES may be seen at Mr. JOHN FOOTES'
CALL AND SEE THEM.
 An entirely new Machine of American Manufacture will shortly be introduced

"THE LIGHTNING SEWER"
 The New Wilson Oscillating Shuttle Sewing Machine
Orders Received by
JOHN FOOTES,
 Agent, Carbonar.

FOR SALE
 That piece of land situated on the south side of the main Brook of Carbonar, and measuring from North to South seventy four yards, and from East to West thirty nine yards bounded as follows:—On the North by the main Brook, on the South by property of Timothy Morea, on the East by William Morea, and on the West by William Pumphrey.
 For further particulars apply to.
MRS CRAMM,
 Harvey Street, Harbor Grace
 Or **EJ BRENNAN**
 Carbonar.

SIGN OF THE RED LAMP.
THE CHEAPEST
Dry Goods Yet Offered in Saint John's
—AT—
R. HARVEY'S,
129. WATER STREET. 129.

R. H. HARVEY completed his Fall Importation of Fancy and FANCY DRY GOODS, now invites public attention to the following
SPECIAL CHEAP LINES!
 CALICOES—White and Grey, 2 1/2 per yard
 WINCEYS—Grey, Brown and Drab, 2 1/2 per yard
 FANCY DRESS GOODS—5 1/2 per yard
 LADIES' ULSTERS—4. 91 each
 CHILDREN'S ULSTERS—2s each

FANCY DRY GOODS VERY CHEAP!
 Also—A very cheap assortment of
BOOTS AND SHOES
OF UNEQUALLED VALUE
 MEN'S LONG BOOTS—10s 6d per pair
 MEN'S GRAIN DECK BOOTS—12s 6d per pair
 MEN'S THREE-QUARTER BOOTS (iron heel)—13s 6d
 MEN'S LACE BOOTS—10s 6d per pair
 WOMEN'S E. S. KID BOOTS—4s 3d
 WOMEN'S LEATHER BOOTS—4s 6d
 WOMEN'S PEBBLE LACE BOOTS—5s 6d
 WOMEN'S FELT BOOTS—7s 6d per pair

500 Pairs of celebrated Marchalong Boots, 7s.11d.
PER PAIR, ONLY SOLD HERE.
DON'T FORGET THE ADDRESS - - 129, WATER STREET
—AND AT—
91 WATER STREET,
A large stock of
'PROVISIONS AND GROCERIES
AT VERY LOW PRICES
 TEA—From 1s 3d per lb Ningchow Tea, by retail, at 2s 6d per lb. Housekeepers will find this a really good article strong and full flavored.
 Oct 21.

ADVERTISEMENTS.
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 to order.
CLOCKS CLEANED & REPAIRED.
 Export Orders strictly attended to.
V. ANDREOLI.

134-SIGN OF THE GUN-134

HAWLEY & BARNES
 General Hardware Importers

Have now received their spring stock of
HARDWARE & FANCY GOODS.
 Consisting of:
 ELECTRO-PLATED WARE/CUTLERY
 GILT AND OTHERS,
 MANTLE AND TOILET GLASS
 CHANDELIER AND TABLE LAMPS
 IN GREAT VARIETY.
 A Large Assortment of
 GLASSWARE,
 NAILS,
 SHEET IRON

HAWLEY & BARNES.
SIGN OF THE GUN,
No. 341, ARCADE BUILDING,
ST. JOHN'S

SIGN OF THE RED LAMP.
THE CHEAPEST
Dry Goods Yet Offered in Saint John's
—AT—
R. HARVEY'S,
129. WATER STREET. 129.

Continued from first page. opinion both inside and outside the House, and it seemed to him that the reference to it in the Speech would have been much better omitted. However, he felt it to be a duty imperative upon him to reiterate his protest against the Railway policy, which has been to complimentary alluded to by preceding speakers. It was a policy that he (Mr. C) had opposed from its very inception, and through all its forms, and he would still oppose the legislation contemplated during the present session if it conceded any greater advantages or benefits to parties with whom the Government have contracted for the building of this Railroad. Nothing was clearer to him than that this Railway policy must terminate in Confederation. This was a scheme that a large majority of the people of this country had expressed themselves opposed to in 1869, and they are known to be still adverse to it. But the Confederation proposed in 1869 and the one which is the inevitable goal to which our Railway policy leads are vastly different. Had we entered into Confederation in 1869, we should have done so of our own accord and as men; but the Confederation of the future must be entered into by us as a necessity—and we shall be papers asking for admission on the ground of political charity.

Mr. Little regretted that the copy of the speech that has been so ably referred to by the two hon. gentlemen who have spoken in favor of this motion for the Address in Reply, was not furnished the Opposition. Had they been furnished with a copy, hon. gentlemen on his side of the House might have been prepared to discuss the several matters contained within its four corners. The hon. member, Mr. Watson, has, in the course of his speech, gone into the details of matters with which we have all been thoroughly acquainted before. The hon. member who followed him seemed to be labouring under a heavy cold and he (Mr. L.) was unable to hear his speech until it came to the popular subject of the railway, when it forced his voice to resound like the familiar screech of the locomotive. Bronchitis alone was to blame that the hon. gentleman's remarks should be delivered *sub voce* or in an undertone, but the speech itself, with one exception, dealt with matters stereotyped on the public mind. The speech of Mr. Hor or the Admittator however lastly referred to a matter of the greatest importance to the people of this country, an enterprise which, he trusted, would be the means of effecting a revolution with regard to our traffic and industry, and of bringing happiness to the people of this country. In all other respects it merely stated facts that are generally known to the public. We know the results of the Labrador and Shore fisheries, the failure of the salmon fishery, and of the state of the ship-building industry. It is necessary for those having seats in this House to be posted up in such matters. It was nice say for His Honor the Admittator to formally repeat to us year after year events and circumstances we are perfectly cognizant of. If the Fisheries were successful we have to be formally informed by His Excellency's Speech. In this country we have no need of a Mr. Venor, because if the weather is bad His Excellency in his Speech will not forget to remind us that it has been unpropitious for the pursuit of the fishing avocations of our people; and should there be a demand for our fish in foreign markets we are here informed of the fact. This Speech presents nothing fresh to our minds. True the French Shore question is noticed by it, but in such a meagre and guarded way that one sees a margin has been still left for much doubt and difference in the public mind upon this vexed question. He merely took away upon the information placed before the House by this Speech. It does not particularise what those rights and privileges are that have been conceded. We are merely told that our people may occupy land on that Shore, subject to the Treaty rights existing between Great Britain and France. That leaves the matter exactly where it was before. Licenses for land on that part of the island have for some time past been issued by our Government backed by similar conditions and on a similar understanding. The concession of representative institutions to the people there must be regarded with satisfaction as its positive and unqualified concession must certainly be viewed as a great constitutional boon to that portion of the colony, and he for one would willingly accord to the hon. Premier the need of praise he was deserving in connection with the matter. He (Mr. L.) would not feel satisfied with anything short of an unqualified concession of these rights until those people possessed those representative privileges as fully as we enjoy them on this part of the island. He must refrain from endorsing the expressions on this point that have fallen from the lips of the hon. gentleman who preceded him. As regards the Railway, we are all in accord except a few dissentients—and he hoped that when they find the employment that is being given to our

people and the capital expended in our midst—they too will unite in endorsing the policy of the party that initiated this great measure. It is not customary for us to discuss the Speech on this first day, but to reserve anything we have to say in debate until the Reply to it is brought forward. He could not, however, permit this occasion to pass without congratulating the House upon the presence in the Council Chamber to-day of His Honor the Administrator of the Government, Sir Frederick Carter who had been deputed to open the Legislature and to deliver the Speech from the Throne. While he deplored the absence of His Excellency the Governor, and looked for his early return, he had to congratulate the Legislature that such an able substitute has been found in the person of Sir Frederick Carter, a gentleman who is indeed a credit to this, his native country. He (Mr. L.) concurred with the observations made by the hon. gentlemen who proposed and seconded the motion for a reply to the Speech respecting the successful performance of the great work proposed and legislated upon here last session. For himself he had no reason to regret the position occupied by him when this subject was under consideration last year, but was still desirous of assisting and supporting the hon. Premier on this question. This island of our's is possessed of incalculable wealth and untold resources far exceeding the popular estimate. Its agricultural and mineral resources alone would offer sufficient inducement to capitalists to construct a Railway to that portion of the Island and he hoped the day was not far distant when it will be accomplished. If such a project were undertaken it should and would have the hearty support of every well-wisher of the country. As far as he [Mr. L.] was concerned, when any measures of public utility whereby the independence, comfort and happiness of the people were advanced or secured, no matter by whom introduced as long as he [M. L.] had the honor of a seat in the House, he would consider it his duty to give it his support. He cared not about parties—government or opposition—if measures are introduced here tending in any way to benefit the people he considered it his solemn bounden duty to give them his support. There would be another opportunity when the House again met of discussing and considering the Speech before the House and at present he would not delay the House further than to remark that portions of the Speech refer to subjects requiring the most careful attention at the hands of every hon. member of the House.

Mr. Parsons commented on the extravagance of the Receiver general, and stated that the revenue of the past year was largely in excess of former years. He had much to say during the present session and was determined to say it. He would not at present delay the House by any comments upon the several paragraphs of the Speech but reserved them for a future time. Chairman of the Board of Works [Mr. Frazer,] moved for the appointment of a Committee on Legislative Contingencies. Mr McKay moved for the appointment of a Committee on the Printing and Reporting business of the House. Mr. Scott moved for papers in connection with the receipts of the General Water Company for several years back in relation to sewerage Accounts. On motion the House then adjourned till Tuesday next at 3 1/2 o'clock.

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Wit and Humour.

"What did you do with the letter?" asked Gus de Smith of the colored boy who cleans his room. "I tucked it to the post-office, sah, and put it in de hole." "What did you do that for? Did you not see there was no address on the envelope?" "I saw dat dar was no writin' on the 'velope, but I 'lowed yer was did dat dar on purpoie, so I couldn't tell who yer was a-writin' to. I'se educated, I is."

A teacher at a national school at Whittlesea asked a boy the other evening, "Which is the highest dignity of the Charch?" After looking up north, south, east, and west, the boy innocently replied, "The weathercock."

A concerted man who had built a small house in a sequestered part of his grounds for private study, showed it to a friend remarking, "Here I sit reading from morning till night, and nobody a bit the wiser."

Lawyers not unfrequently come to ride in their own carriages from the clever way in which they have managed the conveyances of their clients.

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HOUSEHOLD WORDS



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

surpass all other Medicines for Purifying the Blood; they are available for all a domestic and household remedy for all disorders of the

STOMACH, LIVER, KIDNEYS AND BOWELS.

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

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

THE OINTMENT

stands unrivalled for the facility it displays in relieving, healing, and thoroughly curing the most inveterate Sores and Ulcers, and in cases of

BAD LEGS, BAD BREASTS, OLD WOUNDS

Gout, Rheumatism, and all Skin Diseases, acts as a charm.

Manufactured only at Professor Holloway's Establishment,

533, OXFORD STREET, LONDON and sold at 1s. 1/2, 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

ADVERTISEMENTS.

BOWDEN'S Sewing Machine Depot SAINT JOHN'S.

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

Sewing Machines, Manufactured by the Britannia Sewing Machine Co., England.

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