

THE CARBONAR HERALD.

AND OUTPORT TELEPHONE

Vol 2

CARBONAR, NEWFOUNDLAND, APRIL 8th, 1881.

No 45

THE CARBONAR HERALD

OUTPORT TELEPHONE,
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E. J. BRENNAN,
Herald Office, Water St.,
Carbonar, Nfld.

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Also a quantity of Cheap DRY GOODS.

All parcels sent to any part of the Harbor.

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N. B.—I would respectfully invite both permanent and casual poor to give me a call with their orders, and they will find it to their advantage. This is a free country and the poor ought to enjoy the privilege, at least, of spending orders where they please. Don't mind where the Government officials may send you, go where it suits yourself, they have no power to send you any where in particular. There is money in it and we must have our share or at least chance for it.

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134-SIGN OF THE GUN-134

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Have now received their spring stock

HARDWARE & FANCY GOODS,

Consisting of:

ELECTRO PLATED WARE, CUTLERY

GILT AND OTHERS,

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CHANDLER AND TABLE LAMPS,

IN GREAT VARIETY.

A large assortment of,

GLASSWARE,

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Don't forget the Address.

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A CHEAP LOT OF

Kerosene Oil

By the GALLON or otherwise.

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

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

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Bonavista—Mr. P. Templeman

Catalina—Mr. A. Gardiner.

Bay des Verdes—Mr. James Evans

Collier—Mr. Hearn

Conception Harbor Mr. Kennedy

HARBORMAIN—Mr. E. Murray.

SALMON COVE—Mr. Woodford.

ILLYROOD—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.

SPEECH OF THE HON ATTORNEY GENERAL ON THE RAILWAY PROPOSITIONS.

(Continued.)

THURSDAY, March 10.

From the Public Ledger, Feb 19, 1876

Mr. Bennett remarks in one part of his speech in the following manner:—"If the great body of the people at present engaged in that branch of industry, (alluding to the seal fishery) and also those in the codfishery, were to employ the time necessary for their prosecution in cutting timber and in the cultivation of the land they would do far better. A few no doubt, in the successful vessels, did make good wages, but in the spring all their earnings were gone. If their attention were turned to agriculture; they would have lasting benefits from their labors; and he felt that one of the greatest blessings that could happen to Newfoundland would be the annihilation of the seal fishery. The people would then, of necessity, have to turn their attention to agriculture, and permanent benefits would be the result."

And further on in the same speech Mr. Bennett remarks: "But he looked forward to the time when agricultural pursuits would be superior to either product, (meaning seal and codfishery) and by its prosecution the people would be laying up for themselves permanent treasures that could not be taken from them nor carried away to other countries. But could be accomplished only by the making of roads into the interior; and if that were done, there could be no such thing as want in the country."

And further on in the same speech Mr. Bennett remarks in alluding to the \$40,000 spent on the Railroad Survey of 1875, he says, "suppose a tenth of that sum or £1,000 had been expended in the construction of a tramway from the head waters of Bonavista Bay to Gander Bay, a distance of nine miles, the benefits that flow from such a means of transit would be incalculable. It would be the means of giving employment to hundreds of people. It would induce persons to settle in that rich agricultural region; and in that way it would place beyond the reach of want many families who were now solely dependent upon a fishery that was, at best, fluctuating and uncertain, &c."

From the Public Ledger, Feb 18, 1875.

Mr. Bennett in his speech touching on the herring fishery; &c., remarks thus: It was most satisfactory for him to learn that that portion of the coast from Cape St. John to Bonne Bay was about being made available for the fisherman and the settler. A more than adequate return might be anticipated from any outlay expended in that locality. So far as was known, it was the most valuable portion of the island. Its forests were of incalculable value. Its marble was equal to any in the world; and if report could be depended upon, it held in its bosom vast mineral wealth. In four years it had

doubled its population; and he (Mr. B.) saw no reason why it should not have its million of inhabitants as well as Sweden and Norway. In some parts of these countries they grow wheat, where for six months of the year the sun never rose, and the other six months it never set; and what was to prevent us in Newfoundland, especially in those parts which did not labor under the disadvantage of having ice upon its shores for a considerable time, from growing wheat as they did in Sweden? Let one but leave the sea and go into the interior of the country and we would have as fine a climate as was to be found in the world. He (Mr. B.) had striven hard to get a road from Post au Basque to St. George's Bay, and from Bay of Islands to Bonne Bay, in which localities roads could be made at a comparative small expense. If the Government when voting the steam subsidy, would vote a small sum, say \$1,000, for that purpose, they would find the money well expended. A great extent of timber land would be opened up, and facilities offered to settling, which without such road, they could not have. From the valuable report of Mr. Murray it was found that we had in the neighborhood of Gander Bay a vast amount of land, exceeding in agricultural abilities any of the land of the neighboring Lower Provinces. Why, he would ask, did not the merchants embark some of their surplus capital in the encouragement of lumbering and shipbuilding? The timber to be found on the Humber River was equal, if not superior, of anything in the world, cut into board it was worth upwards of \$50 per thousand, the sum appeared fabulous but he was credibly informed of the fact. If the Government lent themselves to the project of utilizing these great internal resources, they would have the eternal gratitude of a prosperous people."

From the Public Ledger, March 20, 1875.

Mr. Bennett.—The observations of hon members in favor of the encouragement of sheep-raising in this country met with his entire approbation. Nothing called for the enactment of more stringent laws, and nothing could be more productive of good than the effectual carrying out of such laws as were passed for the purpose of protecting sheep from the ravages of their natural enemy the dog. Newfoundland it must be evident to everyone who gave the matter any consideration, is a splendid sheep-raising country; and there appeared to be no limits to its capabilities in that respect. He (Mr. B.) looked forward to the time, and at no distance, when, under proper encouragement, this would become a great wool-exporting country. There was no place in the world where sheep fattened more quickly than upon our wild grasses; and the cold had the effect of giving them a splendid fleece. To his mind the importation of sheep culture could hardly be over-estimated. He confessed, however, that a difference of opinion might arise as to the best mode of encouraging this enterprise. To him the first requisite was to have roads, because, in a wild, uncultivated country, sheep could not be protected from the attacks of dogs, or still more dangerous, the attacks of wolves. He disapproved of the appropriation of the road money as compensation to those who might, from such causes, lose their sheep. Those killed by dogs should be paid for by those that kept dogs. It was found wherever roads were made, in a short time settlers would cultivate the land and thus favorable circumstances resulted for the culture of sheep. There were so many advantages offered by the hills of Switzerland and other countries in the north of Europe in this matter that we did not possess, and our great prairies were capable of sustaining and feeding any number of sheep, where shepherds might be employed as in other countries.

From the Public Ledger, March 20, 1875

Mr. Bennett regarded the petition presented by his colleague as a most important one, and which claimed his strongest support. The settlement from which it came (meaning the north side of Salmonier) was a most interesting one, the people being not alone dependent upon the fishery, but being largely engaged in agriculture; and from this fact being of necessity more interested in roads than would be a purely fishing locality.

Hundreds of acres of land were well cultivated; but the people were destitute of such a road as would make their land valuable, &c.

From the Public Ledger, Feb 22, 1878

Mr. Bennett says in a part of his speech.—The Government should remember that every acre of land cleared every pound earned through the people's industry tended to increase the revenue and to decrease the public debt and the expenditure in poor relief. And further on in the same speech Mr. Bennett says.—The next subject treated of in the address was agriculture. He may have his extreme views on this but time will decide whether he is right or wrong. He had always expressed the opinion in this Assembly that the time would arrive when the agricultural resources of the colony would become of more material value to the people and the Government as a source of revenue than all our fisheries—great and valuable as they undoubtedly are. In no period of the world's history is a country safe without the cultivation of its lands. This country under existing circumstances is not safe. If the fisheries fail a large amount of distress necessarily follows. What impediments are there that our people should not follow the example of other countries in the development of our agricultural resources. There is no reason why our hills should not be covered with sheep and the different description of cattle. In proportion to the amount of agriculture which is introduced into the land, they increase wealth and safety. The possession of cattle and sheep furnishes an amount of support to a man's family. The females are utilizing the wool for clothing. The different members of the family have the power by the acquisition of these means, to contribute to the support of each other, and thus is engendered a spirit of industry.

He (hon A. G.) could not agree with Mr. Bennett that the seal fishery, or any other industry, should be annihilated; but he quoted from that gentleman's speeches, to evidence his faith in the country in which he quite concurred. The only question then really existing between them was as to the means by which they were to be developed. Mr. Bennett says roads. So did he, only he wanted the best road that could be had, while Mr. Bennett wanted an inferior one. The best he always regarded as the cheapest in the end; in fact he wanted to avail himself of the best scientific requirements of the age. Mr. Bennett had come up to a tramway; so that they were really not so far apart after all. Mr. Bennett was satisfied to have the carriage on the tramway drawn by a horse; whilst he was desirous of applying steam. The resources being there, if the people of Newfoundland did not bestir themselves to extract the wealth which nature had provided and which labor alone was required to draw forth, they would have no right to complain of their being left to starve upon the rocks. Newfoundlanders! help yourselves, and the Almighty will help you! Merchants, planters and fishermen, make one mighty effort to this end! It would be an idle waste of time for him to advocate the value of railways at this time of day. Their beneficial results have been felt in every country where employed. It is a strange fact, however, that in almost every country upon the first introduction of a railway opposition has been exhibited in one way or other. Had the great Stevenson not been victorious where would England have been to-day; and what would she be without her railway system? To come nearer home, Mr. Howe, in Nova Scotia, had to contend with a most formidable opposition; he carried his point by a very small majority, and now, after many lines had been built, Nova Scotia was crying out "More!" "More!" and Joseph Howe's name was a household word. Let us suppose a case of rich indications of mineral existing at from 20 to 30 miles from the seaboard, let us suppose the discoverer of the valuable deposits, seeking to enlist capitalists in London or New York to work them; let him be able to say—"There is a railway in its vicinity," and no difficulty would be found in obtaining capital for the purpose. But if he were compelled to inform his friends that there were no available means for transporting the ore to markets, unless they themselves constructed a

Continued on Fourth

Continued from second page.

by a gentleman connected with one of the syndicates, the other day whilst he (hon A G) was insisting that the subsidy was too large an undertaking for us. This gentleman replied "If you can by any means undertake to give me your additional revenue consequent upon your operations, I will not ask any subsidy." It requires no especial acumen to see that a large amount of money expended in a small community directly tends to its prosperity and indirectly to a largely increased revenue. The answer of this gentleman to my position was itself unanswerable. In 1880 he had submitted a statement to the House which showed that under the worst circumstances we were prepared to meet an expenditure to the extent of \$168,000 per annum on account of the project, the Railway being constructed by the Government, by a addition to the revenue of 44 cent per head. This suggestion had been received with approval by both branches of the Legislature. But now we came to consider the increased amount of about \$206,940 which would be required under the proposals before the House, with the possibility that this amount will be somewhat reduced. The question would naturally be asked how do you propose to meet this amount? Taking one of the proposals before the House we would be called on for the first year to pay \$63,980, being one third of the subsidy. The second year two-thirds of the whole amount, \$137,960, and for the third, fourth and fifth years the whole subsidy of say \$206,940. Now he was going to make a proposition which might not meet with the approbation of some hon gentlemen who supposed themselves to be skilled in finance. He might be told that his plan was not in accordance with the well known features which govern financiers. His proposition was to borrow the money necessary for the payment of the subsidy for the first five years. It is assumed that the railway will take three years to build, so that from the expiration of the first year, one third the subsidy would probably be payable; after the second year the two thirds; and after the expiration of the third year, the full subsidy. Now then how are these payments to be provided for without increase of taxation? The following figures show the amount to be paid, and the source from which they may be met:—

Table with 3 columns: Years, Am't of subsidy required and proposed to be borrowed, Int' est payable on amount borrowed.

Cur fishery award now yields an annual interest of \$30,000. The principal amount in round figures, after deducting the \$218,000 borrowed from it in 1879 to discharge the floating debt of the colony, to about \$750,000, makes a total of \$930,000. Now, if we take the above subsidy amount of \$27,760 together with the interests, \$85,529, we get a total of \$913,239, which, deducted from the \$930,000 above mentioned, leaves a balance on hand of \$16,711; or, to put it in another way, the aggregate of interest received from the fishery award at \$30,000 per annum, is for five years, one hundred and fifty thousand dollar. From this pay the eighty five thousand five hundred and twenty nine dollars, amount of interest on proposed loan, and we have a balance in hand of interest, sixty four thousand four hundred and seventy one dollars, and the fishery award untouched, with a debt of eight hundred and twenty seven thousand, seven hundred and sixty dollars, which debt might be fairly recouped out of the Crown Lands and Mineral reserves. He had held and still held the opinion that the Fishery Award should never be considered in the general financial arrangements of the Colony. It is a sum which has been received outside of our ordinary financial transactions, and should specially be applied to some great work of permanent advantage.

In 1887 we should have to meet this annual subsidy, \$206,940 and this interest on loan, \$3,108 \$240,048 the first amount of two hundred and six thousand, nine hundred and forty dollars being payable only for thirty years thereafter. He would take this broad and expansive view of this question:—The company will have

laid out between five and six millions in the construction of this road. The working expenses of the line would be at least from two hundred and fifty thousand dollars to two hundred and eighty thousand dollars per annum. They were bound to continuously operate. To reimburse themselves for this outlay, to enable them to receive the subsidy and to make money out of their investment, this company must have traffic. To create this traffic they must open up their mineral, settle their agricultural lands and work their timber. All those operations must necessarily give such an impetus to trade and business that it was a moderate computation to say that the revenue would increase, at the present rate of taxation, at least fifty per cent., and in ten years he believed the revenue would be doubled and he was confident that not a farthing additional taxation need be imposed. Some were timid and feared lest these expectations may not be realised, and had asked for figures. Well then, let us view it in its worst possible aspect, we have seen the rate of past increase of our population, and taking the same ratio in 1887, we should have a population of two hundred and one thousand, six hundred as the natural increase, and with a regard to immigration. It is far within the mark, therefore, to say that in 1887, we shall have twenty-five thousand more people in the island, at our present rate of taxation, five dollars and sixty cents per capita, we should have one hundred and forty thousand dollars. Allowing one half this sum for increased expenditure incidental upon an increased population, we should have to spare on account of the Subsidy.....\$70,000 Interest on Fishery Award.....30,000 Half present cost on Coastal Steam.....25,000 Conception Bay Steam.....8,000 Winter Mail Service Conception Bay.....2,000 \$135,000 On 201,600 population gives additional taxation 52 cts. per head.....104,851 \$259,851 Last year he had exhibited a statement showing interest on the loan proposed to be one hundred and sixty eight thousand dollars per annum, and to meet it suggested that under the worst circumstances forty four cents per head of additional taxation would be all that could possibly be required. But this covered interest alone, and not the working expense of the line. According to the foregoing calculation we have two hundred and forty thousand, eight hundred and eighty dollars to meet the two hundred and forty thousand, and forty dollar of subsidy and interest. He did not propose in this to touch the loan grant, which under present circumstances appeared to be absolutely necessary for the support of our people during the winter season; but, let this great work go on, new industries be projected, the portion of the Road Grant which is expended in able-bodied pauper relief, and which is nearly one half the whole grant, would not be required to support the people through the winter. They would not require it, and the same actual amount of road work would be accomplished for one half the present grant. The same observation would apply to the Special Grant; and before six years had expired, it may be anticipated that our Ocean Steam Service would be performed at a much lower rate than at present.

Finally, and to sum up all conclusions; he would now recapitulate the conditions. We have spent large sums from time to time, legitimately enough, in the encouragement of our industries, Shipbuilding, in the Bank Fishery, in the Ocean and Coastal Steam, in Telegraphy; we have encouraged our biscuit, tobacco and boot and shoe factories, what are we now going to do for the land, which shall ever be with us, which can never be taken away, and every improvement of which must remain to us and our posterity? Introduce institutions having for their object the promotion of science and art; beautify the country, bring every modern improvement to your assistance, and then the wealth which is created here will remain, and be expended in the advancement of Old Newfoundland, and posterity will pour blessings on our heads in return for the exertions which we now make in our own and their behalf. Mr. Chairman—(said hon. A. G.) I thank the Committee for the patient hearing it has accorded me. My heart and soul are in the work which I am

now engaged. I feel that I should be derelict in my duty if I did not speak plainly. I hope I have offended no one; if I have I have done so inadvertently, and in my enthusiastic desire to advance the true interests and welfare of the country. And now I have done, my conscience acquits me of the obligation which rested upon me, and I shift the responsibility of the hungry and starving men, women and children of this country upon those who interpose obstructions and refuse to afford the fathers and the brothers that labor which would obtain for them the means to acquire bread.

Having concluded, the hon gentleman, who was cheered throughout the delivery of his remarks, resumed his seat amidst an enthusiastic outburst of acclamation.

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.
Brigs—Mr. P. J. Power, School Teacher
Boy Roberts—Mr. G. W. R. Herlihy.
Hart's Cove—Mr. M. Moore.
Bell's Cove—Mr. Richard Walsh, Post Office Little Bay.
Terlingate—Mr. W. T. Roberts.
Fogo—M. Joseph Re dell
Tilton Harbor—Mr. J. Burke, Sr.
King's Cove and Keels—Mr. P. Murphy.
Bonavista—Mr. P. Templeman
Catalina—Mr. A. Gardiner.
Bay de Verds—Mr. James Evans
Collier—Mr. Hearn
Conception Harbor—Mr. Kennedy
HARBOR MAIN—Mr. E. Murray.
SALMON COVE—Mr. Woodford
HELVROOD—Mr. James Joy.

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Wanted labor—our noblest heritage

CARBONEAR, APRIL 8.

The opportune arrival of Mr. Blackman, as also of one or two others of practical skill and experience in railway engineering, by last mail steamer from Halifax, coupled with the satisfactory progress of legislative proceedings connected with the undertaking, lead us reasonably to conclude that no unnecessary delay will occur in the initiation and perfection of all preliminary debates and arrangements necessary to the negotiation of the contract that the same may be submitted to the legislature with the least possible delay. That to the due and careful consideration of the various details and arrangements referred to, a considerable amount of time and attention must necessarily be devoted, can by no means appear unreasonable to anyone conversant with the serious interests and responsibilities involved in so important an undertaking, nevertheless looking to the present favorable aspect of affairs, generally connected therewith we have every confidence that the early part of June, at furthest, will witness the turning of the first sod and the inception of practical operations. Within the past few days a des-

putation from this town, the second in commercial importance outside the capital, has proceeded to the metropolis entrusted with a memorial, numerous and respectfully signed, praying the consideration of the Joint Committee with regard to the superior claims of Carbonear, as the emporium of the trade and commerce of the districts of Bay de Verde and Trinity to a branch connecting with the main line. To the prayer of this memorial we have much pleasure in according our most unqualified support and approval, believing as we do, that such a line could not fail, not alone materially to contribute to the commercial and pictorial interests of the districts referred to, but necessarily tend to the development of the well known agricultural resources west of Carbonear, and to the further extension of agriculture as a permanent and lucrative source of industry to its people. In view of the foregoing facts, we most earnestly hope for a favorable response to the prayer of the memorial referred to, at the same time wishing the Railway, as the great pioneer of progress and advancement and the harbinger of future progress and prosperity God SPEED.

Since our last issue a deputation have been despatched to St. John's to present the memorial published in our last issue. On Monday morning the steamer Hercules called here for the purpose of taking the deputation to St. John's, namely, Captain Dwyer, Mr. Penny, Mr. B. T. H. Gould and Mr. Duff, these gentlemen were accompanied to the wharf by a large crowd of the principal inhabitants of this time-honored and historic town. As the steamer left the wharf three hearty cheers were given to the Carbonear Railway delegates, and as she passed down the harbor decorated with flags, many an anxious eye and heart followed her out of sight. All day Monday many would-be prophets were going from house to house prognosticating the rise or fall of the Carbonear Railway. The Telegraph Office was now and then frequented by many enquirers, but nothing could be ascertained as to the probable result of the delegates' visit, until about eight o'clock when the following telegram was received from A. Penny, Esq.:

Delegates interviewed Sir William this morning. Matter discussed in House. Presentation of Bay de Verds petition. Penny, Rorie, Scott, Watson, Water, Rogerson, Shea, Little and Whiteaway, spoke favoring extension. Referral to Joint Committee through Executive. Every hope of success. No arrivals today.

The next morning Mr. Balmer, who has taken a very able part in the furtherance of the Carbonear Railway, sent the following telegram on behalf of the people of Carbonear:

Glad to convey thanks of the community for satisfactory results attained through your endeavors, highly gratified. State definitely what time we may expect you, as Committee meets to-morrow at 10 o'clock to make arrangements for your reception. Convey thanks to all supporters.

At 10 o'clock a meeting was convened for the purpose of making arrangements for the reception of the delegates, and at two o'clock, p.m., yesterday crowds were gathering in all directions and the business of the day was totally suspended, all appeared unanimous in their efforts to give the delegates a hearty reception, as they anxiously awaited the arrival of the steamer, about the hour of 3 p.m. she steamed up the harbour to the public wharf, where awaited her a large number of persons accompanied by a band of music, which played several new and appropriate airs. The delegates landed and proceeded to the Literary Institute Room, where Sir W. V. Whiteaway's letter was read on the window, by B. T. H. Gould, Esq., accompanied by other remarks having reference to their visit

to the metropolis. The next speakers were Captain M. Dwyer, Mr. Balmer, Mr. Duff, and Rev. Mr. Johnson, who moved a vote of thanks to the delegates. After which Mr. S. Pike and Mr. T. Brown spoke at some length. All amid loud cheers and repeated shouts of "We must have the Railway at any cost."

The following is the letter of Sir W. V. Whiteaway, above referred to.

To B. T. H. Gould, Esq., Michael Dwyer, Esq., Edgar Penny, Esq., William Duff, Esq., Committee Room, LEGISLATIVE COUNCIL, ST. JOHN'S.

GENTLEMEN, The Joint Select Committee of the Honorable the Legislative Council, have much pleasure in receiving this Memorial, and in hearing the cogent reasons which you have so ably advanced in favor of the prayer of the Memorial.

The Committee concur with you as to the eminent advantages which would result to Carbonear from the extension of the proposed Railway to that town and are equally with yourselves solicitous that the project which you advocate may be effected.

By the terms of the Resolutions constituting this Committee, the subject referred to is not within their power to dispose of, but this Committee will have much pleasure in adopting that course which may be deemed most advisable in order that the prayer of the Memorialists may receive that attention which the subject merits, and which they trust will result in the accomplishment of the object which you in common with the Memorialists have in view.

I am, gentlemen, Yours faithfully, W. V. WHITEWAY, Chairman.

B. T. H. Gould, Esq., assured the people in his remarks that our hon member was ably working up the matter and he felt sure he would do all in his power to get the Railway. We have much pleasure in corroborating the sentiments of this gentleman, as we have reason to believe Mr. Pike will do all in his power in the matter since his district have showed their independence and strengthened the matter in his hands.

We also have much pleasure in informing the people of Bay de Verds district that their member Mr. Penny, is also working up this matter in the interest of his district, and the people of Carbonear ought also to feel grateful to him and the other promoters at the House of Assembly.

Can the Postmaster General inform us the reason why the Carbonear Post Office officials are seldom or never in a position to give the necessary information to parties as to the positive times to close the foreign or local mail. Some time since the Post Office official announced with a slight notice, to the effect that the mail would close at 3 o'clock, and he afterwards put out another notice contradicting the former one, and closed the mails per se at 12 hours previous to the first notice and when people who only saw the first notice went to post their letters they were told that the mail closed at such a time. Now Mr. Postmaster General, we let that matter pass, thinking it was only a slight alteration, but when we find that those alterations are not practiced in St. John's and are repeated here we think it our duty to stand out against it. Last Saturday there was a notice posted up here stating that the mail would close at half past nine o'clock Monday morning, and on Saturday night, or Sunday morning, another notice appeared to close the mails at eight o'clock Monday morning. Then the Post Office official could not inform us when she would make up another mail, and about midday on Tuesday another mail was made up in less than an hour's notice. We would also ask the Postmaster General why we are compelled to wait for our mail packets by the way of the Cape Grace, in stead of getting them direct from St. John's. If the Postmaster General do not take immediate action in this matter we hope our worthy member will, and if he fail to do so, and neglect such an important matter as mail communication, he will near from us at some length.

Local and Other Items. The Grand Jury met at the Court House on Monday, but as we have not been favored with the report we are unable to make the public aware of their movements. We hope the magistrate will learn his duty to the press in future, and if he do not care to send us a copy he might prepare

a sent for business must not and come before advanced every de We h tender Mackey, action matter and mer the Prof paid by iron ho through charges the neig or the We sad acc Camero it appe return father-fell, br the an was ra The Kenn yesterday to 4,0 pard The man, a Mond and Wh load of The lo loved what Aurora in the much s Are in the be ta carnou Cap days t a dist they report ki led ers ge unab The and i came man We Stipe and the The pe v gest the the fa be a —N TL W OF M

a seat for our reporter. The business of this important town must not be done in the hole and corner way it have heretofore been. Progress and advancement is our motto in every department.

We have been requested to tender thanks to Professor Mackey, J. P., for the prompt action taken by him in the matter of the Railway petition and memorial. We feel sure the Professor will feel doubly paid by the appearance of the iron horse as it sports in through the valley and discharges its precious freight in the neighborhood of Irish town or the stone wall.

We regret to learn of the sad accident which befell Mr. Cameron on Wednesday night, it appears that while he was returning from the house of his father-in-law, he slipped and fell, breaking his leg just above the ankle. At last reports he was rapidly recovering.

The Escort, Captain John Kennedy, arrived at St. John's yesterday evening, with equal to 4,000 seals. Captain Shepard is favorably reported.

The s. s. Resolute, Captain A. Jackman, arrived from the seal fishery on Monday evening last, to the Dundee Seal and Whale Fishing Company, with a full load of seals, and hails for 36,500 harps. The following steamers are reported loaded: Eagle, Mt. Gill, Greenland, Narwal, Panther, and the following vessels are also reported: Esquimaux, 20,000 Aurora, 15,000, Arctic 800, Walrus 6,000, Brizantine Olan, 2,500. The Merlu is in the same ice, but it is not known how much she had. On last Thursday, the Arctic, Ranger and Proteus were seen in the mouth of Green Bay, supposed to be taking Hoods. Saw the Wolf but cannot say what she has.

Captain Jackman's crew were for nine days travelling to and from the Resolute, a distance of about 20 miles, to where they killed the seals, and say that the report received here of their having killed 50,000 was true, the other steamers getting those which the Resolute was unable to take.

The ice has moved out of White Bay and is now drifting south, the Resolute came out of it at Bacallieu on Monday morning. — Ledger.

We notice that T. R. Bennett, Esq., Stipendiary Magistrate at Harbor Grace, and L. W. Emerson, Esq., registrar of the Northern district, are both in town. The fact has given occasion to the people who give at everything for the suggestion that the former is looking for the vacant West Coast magistracy, and the other for the position supposed to be about to be vacated at Harbor Grace. — North Star.

ADVERTISEMENTS.

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

OPPOSITE STAR OF THE SEA HALL

JOHN SKINNER, Manufacturer of Monuments, Tombs, Grave Stones, Counter Tops, and Table Tops, &c.

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

ST. JOHN'S, No. 1 MARBLE WORKS THEATRE HILL, ST. JOHN'S.

ROBERT A. MACKIM, MANUFACTURER OF Monuments, Tombs, Grave Stones, Tables, Mantel Pieces Hall and Centre Tables, &c

He has on hand a large assortment of Italian and other Marbles, and is now prepared to execute all orders in his line. N. B.—The above articles will be sold at much lower prices than in any other part of the North-western United States

ADVERTISEMENTS.

IMPORTANT TO PURCHASERS. QUICK SALES & SMALL PROFITS.

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

THE Subscriber begs to inform his friends and the Public that he will, on or about THE 15th MARCH, OPEN A

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

GOODS

AT LOWEST CASH PRICES

- Flour No. 1.....£1 14 0
Flour No. 2.....£1 10 0
Bread No. 1.....£1 5 6
Bread No. 2.....£1 2 0
Butter in 20 pound tubs.....£1 12 0
Butter in 40 do.....£1 1 1
Tea—extra.....£0 2 6
Tea—good.....£0 2 0
Sugar, brown.....£0 0 5
Sugar, light.....£0 0 6
Kero-sene Oil, per gallon.....£0 1 7
Boy's and girl's laced boots.....£0 7 6
Men's three quarter boots.....£0 13 0
Men's E. S. Boots.....£0 10 0
4-bottled Cruets.....£0 5 6
3-bottled Cruets.....£0 4 0

Also a quantity of Cheap DRY GOODS.

All parcels sent to any part of the Harbor.

E. J. BRENNAN. N. B.—I would respectfully invite both permanent and casual poor to give me a call with their orders, and they will find it to their advantage. This is a free country and the poor ought to enjoy the privilege, at least of spending orders where they please. Don't mind where the Government officials may send you, go where it suits yourself, they have no power to send you any where in particular. There is money in it and we must have our share of it at least chance for it.

E. J. B.

134-SIGN OF THE GUN-134

HAWLEY & BARNES.

General Hardware Importer

Have now received their spring stock

HARDWARE & FANCY GOODS.

Consisting of:

ELECTRO PLATED WARE, CUTLERY

GILT AND OTHERS,

NTLE AND TONER GLASSES

CHANDLER AND TABLE LAMPS,

In GREAT VARIETY,

A large assortment of,

GLASSWARE, NAILS,

SHEET IRON,

PAINT,

PUTTY, &c.

Don't forget the Address.

HAWLEY & BARNES

SIGN OF THE GUN,

No. 341, Arcade Building,

A CARD.

T. W. SPRY, Notary Public.

EXPRESS BUILDINGS, ST. JOHN'S, N.F.L.D.

ADVERTISEMENTS.

This Great Household Medicine ranks amongst the leading necessities of Life.

These famous Pills purify the blood and act most powerfully, yet soothingly on the

LIVER, STOMACH, KIDNEYS, and BOWLS, giving tone, energy and vigor to those great Main SPRINGS OF LIFE. They are confidently recommended as a never-failing remedy in all cases where the constitution from whatever cause has become impaired or weakened. They are wonderfully efficacious in all ailments incidental to Females of all ages and

HOLLOWAY'S OINTMENT

Its Searching and Healing Properties are known throughout the world.

For the cure of BAD LEGS, Bad Breasts

Old Wounds, Sores & Ulcers, and every kind of SKIN DISEASE. has never been known to fail.

The Pills and Ointment are Manufactured only at

533 OXFORD STREET, LONDON,

And are sold by all Vendors of Medicines throughout the Civilized World; with directions for use in almost every language.

The Trade Marks of these Medicines are registered in Ottawa, hence, any one who keeps the American Counterfeit for sale, will be prosecuted.

Purchasers should look to the Label on the Pots and Boxes. In the address is not 533, Oxford Street London, they are superiors.

LOST.

In the vicinity of BRIGGS, A SAVING'S BANK BOOK.

The finder will be rewarded by leaving the same at Saving bank, Standard.

PROFESSIONAL.

DR. RICHMOND SPENCER

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

JUST OPENED.

M. I. SHEEHAN,

Tinsmith and Dealer in Stoves,

Begs to inform the public of Carbonar, and vicinity, that he has just opened business in the shop recently occupied by Mr. T. Madoc and nearly opposite the Court House Fire Break, where he has on hand a large assortment of

TINWARE

Of every description.

Also a large assortment of

Stoves and Castings.

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

M. J. SHEEHAN,

Water Street, Carbonar.

ANDREOLI'S

Book & Novelty Store,

HARBOR GRACE

10 WATER STREET—116

The Subscriber offers for sale

BOOKS

PICTURES,

LOOKING GLASSES,

CLOCKS, TIME PIECES,

LOOKING GLASS PLATES,

Status, Picture Framing,

ADVERTISEMENTS.

CHEAP DRY GOODS

123-WATER STR. T-129.

SIGN OF THE RED LAMP.

RICHARD HARVEY,

Having completed his Fall importations is now offering them at a very low price.

Winceys from.....21 per yard

Flannel, all wool.....15

Moleskin.....12

Blanketing.....12

Dress Goods.....12

Ladies Felt Hats each.....6

Usters.....6

Skirts.....27 6

Winter Jackets.....15

Children's.....12

A LARGE ASSORTMENT OF

Womens E.S. Kid Boots from.....6

Pebble Lace.....3

Button.....3

Mens Long Boots from.....10 6

Grain Deck Boots.....12, 6

Lace.....12, 6

Also 500 Pairs Mens' Machine Boots, at 7s. 11d., only to be bought here.

A choice lot New Teas,

in Boxes or Chests from 1s. 4d. to 2s. 9d.

FLOUR, BREAD,

MOLASSES

And a general assortment of GROCERIES at very low PRICES, at

No. 91—WATER STREET.—No. 12, Nearly Opposite the Custom House.

WANTED

ON the Security of Valuable FREEHOLD PROPERTY

—consisting of—

HOUSES, GARDENS, MEADOWS &c.

ADVERTISEMENTS.



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CAUTION

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

BEWARE OF AMERICAN COUNTERFEITS.

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

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

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

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

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

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

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Signed THOS. HOLLOWAY, 533 Oxford Street, London.

Government Notice.

ALL PERSONS having Claims against a Board of Works are requested to find in their Accounts (duly certified) not later than MONDAY 25th Inst.

By order JOHN STUART, Secretary.

HARBOR GRACE STOVE DEPOT

Glass and Tinware Establishment.

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

C. L. KENNEDY,

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

In addition to the above, the subscriber has always on hand—American Hatches, Harness Rings and Buckets, Sheath Knives and Butts, 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, &c.

American Out Nails—all sizes—by the lb or keg, &c.

Nov 1880

R. BROWN, Manager

Continued from first page.

road of five-and-twenty miles, mining in itself being of a very speculative character, this necessity itself would probably deter them from embarking in the enterprise. He only wanted to see a line commenced, and he would be quite satisfied that the people would force it on and on, until it penetrated every desirable part of the island. The route of this proposed railway would pass over lands of geological formation where undoubted mineral wealth exists; through the rich agricultural lands of the Gander and Exploits from which would be drawn the products of the soil for the subsistence of the mining operatives. The effect would be to make the towns of Conception Bay and St. John's but one city, in close intercourse with the north, only separated by distance of a few hours travel. The home capital of this island, was, he believed, with but one exception, invested in the fisheries; foreign capital then was working our mineral deposits, but only so far to a limited extent, excepting the case to which he had referred, and in this, unfortunately the mine has got into the possession of one individual, and operations are suspended; the door has been locked upon it, and upon a million acre lot. The other mines are worked by foreign capital. We have been waiting long enough for home capitalists to invest their means. No, but their whole attention has been absorbed in the production of fish and oil. Now, fish and oil can be easily converted into cash: but cash takes unto itself wings, and we see it no more forever. We only hear of the glorious conditions it is producing elsewhere. Cultivate an acre of land and it remains productive forever. He would then say—"Men of Newfoundland, of all classes! He spoke to those who made the country their home, not to those who are here to-day and gone to-morrow. You boast of being second to none in the world, and rightly so. Apply your labor, put forth your hand and gather, exert yourselves in all your manhood, and with a mighty effort awaken from your sleep, and make your country to be that which nature destined for her. If you will not, then I fear there is no way out of your present unfortunate condition, and you must continue to half live upon the scanty returns of your present labor, until you race becomes degenerate, enervated and incapable of manly and independent exertion and enterprise." When he introduced this subject in the last session of the Legislature, his calculations had been based upon the construction of a narrow gauge road. He then said "he had been informed that the work might be done for eight thousand dollars a mile, while others had said sixteen thousand dollars—but in the absence of data it was impossible to arrive at an approximate estimate. Well then say, Whole distance from St. John's passing head of Trinity Bay, Gauder Bay to Exploits, with branch connections, to towns in Conception Bay, and on the line.....350 miles. At \$12,000 per mile.....\$4,200,000 This would be easily obtainable at four per cent. interest; say, therefore, interest per annum, \$168,000." Since then the question has been raised as to the desirability of having the broad instead of the narrow gauge. From all he had read upon the subject for many years, there seemed to be two schools—the broad gauge and the narrow gauge; the engineers brought up in either school arguing strongly in favor of the advantages on either side. The result of all appear to him to be this:—That the broad gauge was better adapted where the traffic was exceedingly large and heavy (though the narrow gauge men disputed even this,) and that the narrow gauge was ample under all other circumstances, being cheaper in construction, maintenance and operation. He had heard that a report was circulated during the last two or three days, that in New Brunswick where there has been one hundred and ninety six miles of narrow gauge road in operation, that it is being changed because it did not work satisfactorily. He had caused a telegram to be sent to a director of that company. He would read the reply—"Where no other connections, gauge three feet six all you require for fifty years. Now Brunswick changing to connect with Canadian Pacific; no difficulty from snow or ice in working." This telegram is from Senator John Boyd, a gentleman well known in this community, and of high standing in St. John N. B. It appeared then that the only cause for changing was to assimilate

it with the gauge of other roads and to facilitate the employment of the cars of the one on the other. Last summer, in pursuance of the Railway Act, a survey had been made as far as Spread Eagle Peak, with branches to Clark's Beach and Brigus as an alternate line, as well as a branch to Harbor Grace—the whole distance being about 97 miles, by an eminent firm of engineers, Messrs. Knipple & Morris, of London and Greenock; the preliminary report of that survey, and an estimate of the cost was upon the table. And here he would observe that he had been always anxious that whatever was done in connection with the line should be done by first-class men. The result of this was that when this report was submitted to one of the gentlemen whose proposals are now before us, he replied:—"The name of the firm gives the report stamp, and I am perfectly satisfied to make it the basis of my estimates." The sum total for the estimate of this 97 miles is two hundred and forty-seven thousand five hundred pounds sterling, or say, twelve thousand two hundred and forty dollars per mile. It is now approximately ascertained that the whole length of line from St. John's to Notre Dame Bay, including branches to Brigus or Clark's Beach is 340 miles. Mr. Blackman, in accepting Knipple & Morris' report at roundly \$12,000 per mile, takes that as a basis, amounting to \$1,164,000; but inasmuch as he had no data upon which to base his offer for the other 243 miles except the survey of 1875 made for a broad gauge road, and only extending through the 1sthusus to Black River, and excepting information derived from Mr. Murray's reports from Mr. Howley and from the Hon Surveyor General's department; and as he says, believing that from the trend of the valleys in the country being north-east and south-west, and the large amount of bridging across the Gander, Exploits and other rivers, his propositions is based upon an estimate of \$16,500 per mile for this 243 miles—amounting to \$4,009,500, which added to the former amount, makes a total of \$5,176,500. Upon this calculation 4 per cent interest, and he proposes to construct a line upon that basis, being a subsidy of \$206,940, payable annually during a period of 35 years, conditioned upon the construction, maintenance and continuous operation of the road. But he further proposes that increase the latter section of 243 miles shall cost less than \$16,500 per mile, a rebate at the rate of 4 per cent, shall be made from the subsidy upon the difference between the actual cost and \$16,500—facilities to be afforded the Government for ascertaining the amount of actual expenditure. In addition the Government is asked to grant a concession of 2,240,000 acres of land in alternate ten mile blocks along the line—or a mile on the line or ten miles in depth. Where the land is already occupied, or from other cause is unobtainable, the deficiency to be made up in mile blocks in other parts of the country. All materials employed in construction and maintenance of the road to be admitted duty free and the company's property to be exempted from exceptional taxation. These are the outlines of one of the propositions before the House, and he had specially drawn attention to these details as there appeared to be some misapprehension in reference to them. The question might naturally arise as to where this company are going to get a return for their vast outlay, or what inducement is there for them to engage in this work? The inducement is this, that they expect to make money. "We are satisfied," they say, "that your mineral and agricultural resources are valuable," and they honestly and without pretence claim to be prompted by no missionary or philanthropic motives. Their object is to make money; but in making money for themselves they also make money for us. They cannot make their own lands or property valuable without making ours correspondingly valuable. "You can have all the advantages which we will derive, and you can make money for yourselves," (said one of these gentlemen the other day) "by undertaking the work yourselves. We are satisfied of the success of the venture, or we would never undertake it. It is not by the subsidy that you pay us, (for that amounts to but four per cent, upon our outlay) that we expect to make money; but by the settlement of the agricultural and the opening up of the mineral lands along the line and the yearly increasing traffic that these works will ensure." The position has been assumed by some persons that the traffic would be insufficient, and that the line would after a few years cease to operate. No more absurd position could be assumed than this position that would presume the abandonment by the company of the whole amount of the outlay of construction, together with the annual subsidy of two hundred and six thousand nine hundred and forty dollars per annum. It is much interest to them to develop all their mineral land and settle every mile of their agricultural land for therein lay their profit. Every alternate block of land along the line belongs to the country, and every agriculturist who settled and every miner who worked

either upon the land of the colony or the land of the company, would be increasing the traffic upon the line, making the land additionally valuable, and increasing the revenue of the colony. Even at the risk of wearying you, Mr. Chairman, and the House, [said the hon A. G.,] [Cries of no, no, and go on,] I shall proceed to show how the colony can meet the expenditure contemplated. "How is it possible," some persons inquire, "for us to pay £53 000 annually? Ruin must certainly result and you will drive the country into insolvency." Increased taxation is the cry that is raised, and all the old ladies in Fox trap are called out to fight the Executive with terror. To him the answer was not difficult.—When a company came to this country, and in the construction and opening up of a line of railway extending over some three hundred and forty miles spent in round numbers from five to six millions what must be the inevitable result? In five or six years an additional revenue of fifty per cent, and in ten years the revenue doubled. He was amused at an observation made

To be Continued.

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This Great Household Medicine ranks amongst the leading necessities of Life.

These famous Pills purify the blood and act most powerfully, yet soothingly on the

LIVER, STOMACH, KIDNEYS and BOWLS, giving tone energy and vigour to these great Main SPRINGS OF LIFE. They are confidently recommended as a never failing remedy in all cases where the constitution from whatever cause has become impaired or weakened. They are wonderfully efficacious in all ailments incidental to Females of all ages and

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

ADVERTISEMENTS.

CHEAP DRY GOODS

129--WATER STR T--129. SIGN OF THE RED LAMP.

RICHARD HARVEY,

Having completed his Fall importations is now offering them at a very low price.

- Winceys from.....2 1/2 per yard
- Sheetings.....9 1/2 "
- Flannel, all wool.....1s "
- Moleskin.....1s "
- Blanketing.....1s 2d "
- Dress Goods.....6d "
- Ladies Felt Hats each.....1s
- " Usters.....7s. 6d.
- " Skirts.....2s. 6d.
- " Ties.....4d.
- " Winter Jackets.....5s.
- Childrens' ".....3s.

A LARGE ASSORTMENT OF

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

A choice lot New Teas, in Boxes or Chests from 1s 4d to 2s 9d FLOUR, BREAD, PORK, BUTTER, MOLASSES

And a general assortment of GROCERIES at very low PRICES, at No 91--WATER STREET.—No 12. Nearly Opposite the Custom House.

WANTED

ON the Security of Valuable FREEHOLD PROPERTY—consisting of—

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

A LOAN OF £220

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

NEW GARDEN SEEDS

JUST RECEIVED AT THOMPSONS MEDICAL HALL, HARBOR GRACE

NOW LANDING

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

FOR 1880 FISHERIES.

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

AMERICAN NET & TWINE Co

JUST RECEIVED.

Ex. C. Oulton from Lv A full supply of DRUGS, MEDICINES GROCERIES, & C. W. H. THOMPSON, Harbor Grace

COMMERCIAL BANK OF NEWFOUNDLAND

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

By order of the Board, R. BROWN, Manager

ADVERTISEMENTS.



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CAUTION.

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C. L. KENNEDY,

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

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

American Cut Nails—all sizes—by the lb or keg.