

# The York Cleaner

**Advertising Rates.**  
 Column, 1 year, \$120.00  
 Half Column, 1 year, 60.00  
 Quarter Column, 1 year, 30.00  
 Transient advertisements are charged 10 cents per line (comparative) for first insertion, and five cents for each subsequent insertion.  
 There will positively be no reduction from these prices.

**Wednesday, May 30, 1883.**

## POINTS OF THE LATE DOMINION PARLIAMENT.

At only one point during the just ended protracted session of 1883 did Government and Opposition come together in accord, and only for a moment, on its last day. Sir John A. Macdonald and Mr. Blake showed a pleasing unanimity in expressing the regret that Parliament (and it may be added people) entertain at the thought that the Governor General has come nearly to the end of his "put-arranged" term and will not be re-elected at Rideau Hall at the opening of another session. No doubt the leader of the Government and the leader of the Opposition were equally sincere in paying the high tribute, that each did, to the great industry, energy and ability manifested by His Excellency in making himself thoroughly acquainted with the capabilities and resources of the country, in acquiring a thorough apprehension of its physical and moral position, and in advancing its interests in such ways as lay within his power. His Excellency's extended tour in the Northwest, we may say—and his utterances, oral and written, regarding the magnificent extent and fertility of the country, the infinite possibilities, and the grand future before it, and his practical endeavor to advance the cause of science, letters and arts, by the foundation of societies for their encouragement, bear testimony to the zeal by which he has been actuated. Nor is there room to doubt, that the Marquis of Lorne was sincere in the declaration (made in his reply to the Parliament's address before prorogation on Friday afternoon), that the years he has spent in Canada have been the happiest five years of his life, and that he will be his pride and duty to aid Canada in the future to the utmost of his power. Sir John and Mr. Blake were alike happy in what they said of His Excellency's illustrious consort, H. R. H. Princess Louise, who, during the short time her health has enabled her to be with us, has endeared herself to every one with whom she has come in contact by her kind and sympathetic manner.

And, on the point of Imperial connection, both leaders and both parties in Parliament were equally sound. The Parliamentary address to His Excellency closed with the humble petition that "the Marquis personally convey to Her Majesty the declaration of our loyal attachment and of our determination to maintain, firm and abiding, our connection with the great Empire over which she rules." Mr. Blake, who has been more than accused of holding very strong opinions in favor of Independence, said that, through Her Majesty's illustrious daughter we (the House of Commons) are glad to send this message back to the Queen, that here in a democratic country, where the Throne is not supported by those arrangements of society which in other lands are supposed to be essential to monarchy, there is a firm, because a reasonable loyalty to that system under which we believe we secure a most perfect share of control of self-government. There is little doubt but that during the term of the Marquis of Lorne the desire to maintain Imperial connection has grown in strength—has certainly not been weakened. Perhaps the conviction has grown that Canada would not be able to long maintain a position of independence without that connection, which is advantageous both to Great Britain and Canada. To use the words of the Marquis, "the maintenance of Canadian institutions and national autonomy would not be allowed to endure for twelve months, while the loss of the alliance of the communities, which were once the dependencies of England, would be a heavy blow to her commerce and 'renown'."

While there was a beautiful unanimity between Government and Opposition in honoring the now outgoing Governor General and in belauding Imperial connection at the very close of the session, although during it they were at daggers' point. What must have been the inmost thoughts of Mr. Blake when His Excellency, in his prorogation speech, thanked the gentlemen of the House "for the diligence and earnestness with which they had performed their duties during the protracted session?" Why his complaint against his opponent's conduct has been and ever will be that these qualities of diligence and earnestness have been remarkably, yes, disgracefully, wanting in the Government, and the members of the majority who had the power, if only they had had the will, to push through the business of the country. The session lasted sixteen weeks. After the passage of the address the formal routine business, appointing committees, etc., the work of the House dragged wearily, and the attention of Parliament was entirely attracted from its own business; and it was not until the eighth week after Easter, about the middle of the session, that Sir Leonard Tilley introduced his budget and announced the changes in the tariff. In the seven weeks preceding its introduction nothing, the Opposition held, of any account was done. There were angry discussions over the Orange Bill—a bill that came to nothing—the Station and Railway Commissioners Bill were thrown out, and the only Government measure brought down was the consolidation of the Dominion Lands Acts. They have not been consolidated in the interest of the honest wheat-grower of North-West settlers, after the lapse of a few months, they will not be at liberty to pre-empt 100 acres in addition to the homestead.

With regard to the spirit of the changes in the tariff carried last session, Prof. Goldwin Smith has written to the *London Pall Mall Gazette* retracting his former denial of the fiscal policy of the Canadian Government. He had said that the object of the new N. P. tariff was the equalization of revenue with expenditure; that the additional duties were rendered necessary by a large deficit and that the Government's defence of their policy has been consistent with economical principles now, he says that the Government, carried away apparently by their success, and attributing to the increase of Customs' duties a return of prosperity which is really due to good harvests and the revival of the lumber trade, has distinctly committed itself to protection, and he points to raising the duty on

# OTTAWA NOTES.

**ADDRESS TO THE GOVERNOR GENERAL—THE SENATE.**

Sir Charles and Sir Leonard T. Tilley, for England—Norway at his old tricks.

OTTAWA, May 23.—At an early hour this morning the Senate bill was read a third time and passed. An amendment moved by Mr. Tilley, declaring that the right to legislate in regard to license should remain with the provincial legislatures, was negatived, 47 to 90, by a straight party vote.

Today the supply bill and customs bill were passed and a message was received from the Governor General stating that the prorogation would take place on Friday. Further supplementary estimates for 1883-84 were passed, the item of \$20,000, to recoup to Prince Edward Island merchants duties paid by them to United States customs on fish and oil previous to 1871, being struck out.

The House of Commons met at nine o'clock and remained in session for about two hours waiting for a message from the Senate. No business being on hand, the time was spent in singing French and English songs, even the members of the Government joining in the uproar, to the great amusement of the galleries. The House finally adjourned until 10 o'clock on Friday.

OTTAWA, May 24.—It is now reported that Sir Charles Tupper will not retire at once from the ministry, but will go to England as High Commissioner, retaining at the same time his position as Minister of Railways.

The Senate met today at 11 o'clock and passed an address to the Marquis of Lorne, on the occasion of his early retirement from the Governor Generalship. The address was the same as that passed by the House of Commons last night.

The Senate then took up the license bill and passed it through committee without any amendment.

On the motion for a third reading, Senator Scott moved that it be not read a third time, but that no legislation should be attempted by the Dominion Parliament until the question of jurisdiction was finally decided. The amendment was finally decided. The amendment was lost by a vote of 17 to 12. Four Conservative Senators voting with the minority.

The mission of Mr. P. A. Landry to the capital is believed to be in order to secure a judgeship or senatorship for himself. Failing in that, he will aid Mr. Groulx, of Kent, in securing an appointment of some sort so as to make way for (Landry's) election to the House of Commons.

Sir John Macdonald moved and Mr. Blake seconded the following resolution which was carried unanimously:—

**Resolved,** That a humble address be presented to His Excellency the Governor General, expressing the desire of this House on behalf of the Dominion of Canada, as well as to give the expression to the general feeling of regret with which the country has learned that His Excellency's official connection with Canada is soon about to cease, and that we are, however, happy to believe that in the course of the empire, in the future, wherever opportunity enables him to render his service, Canada will find in His Excellency's efforts and his personal observation of the character, capabilities and requirements of every section of the Dominion have been highly appreciated by its people, and that we feel that the country is under obligation to him for his untiring efforts to make its resources widely and favorably known, and that we warmly, personally interest which His Excellency has taken in everything calculated to stimulate and encourage intellectual energy among us, and to advance science and art, will long be gratefully remembered; and that the success of His Excellency's efforts has fortified us in the belief that a full development of our national life is perfectly consistent with the closest and most loyal connection with the Empire; that the presence of His Excellency in Canada seems to have drawn us closer to our beloved Sovereign; and that in saying farewell to His Excellency and to Her Royal Highness, whose kindly and gracious sympathies manifested upon so many occasions have endeared her to all hearts, and that we mutually beg that he will personally convey to Her Majesty the declaration of our loyal attachment and of our determination to maintain firm and abiding our connection with the great Empire over which she rules.

## THE RAILWAY SUBSIDY DEBATE.

During the Railway Subsidy Debate in Parliament Mr. Pickard took a very sensible view of the Government's resolutions respecting certain routes. He said:—

"I am prepared to support the Government in the resolutions respecting certain routes, but I shall not be as selfish as the members for Charlottetown (Mr. Gilmore) and for New Brunswick (Mr. Gault) who were purely local. I regret that the Government could not see their way clear to subsidizing the Great European and American Short Line, from Louisbourg to the international line, but I am not going to oppose the resolutions because we have not got all we asked for when we signed the memorial to the Government. I think the hon. member for Charlottetown (Mr. Gilmore) took a sectional view of the case when he said that the line from the Gut of Canso to Louisbourg was a purely local road. It was the connecting road from Canso to New Glasgow. We have a Railroad from New Glasgow to Truro, but this Short Line Railway Company are building a line from Oxford to New Glasgow, and an extension of that line was to go by Dalhousie to Pictou Junction, the junction of the Intercolonial, then to utilize a portion of the road as far west as Salisbury, and from Salisbury on to the west passing Fredericton. I believe Sir A. Anderson and Sir John would have been well accommodated by the Short Line road had it gone direct to Fredericton, and thence on to the west. But we cannot expect everything we want all at once; but the commerce and trade of this country will seek a port on the Atlantic seaboard, and will not be stopped by any sectional ideas. The King of the Gaitaineau, the hon. member for Pictou (Mr. Wright) wants to pitch in between his road and the Intercolonial, I am satisfied, if the country through which it is to pass is what it has been portrayed by the hon. Minister of Railways, it is one of the best lines in the whole Dominion. Up to the present time there has been expended in the Province of New Brunswick, or the people have made themselves liable for no less than \$8,500,000—five million now part of our indebtedness but is controlled by this Parliament—the whole of which is paid, but the bonds that were issued on the Grand Southern railway, within two years. They failed to carry out what they believed to be a great commercial road, owing to the want of money. That was at the time the Province was entering into Confederation, when they thought the Intercolonial would go by the valley of the St. John. They subsidized a road which today is within seventy-five miles of Riverview du Loup; they gave \$2,000,000 to this road and \$3,500,000 to St. Andrews and Quebec. The Province of Nova Scotia has been rather handicapped in aiding local railways, for the fact that it had no money to give them, as they have devoted it to through main lines which would bring the Maritime Provinces near to the wheat fields of Ontario, and unite us together by a commercial bond, which is far stronger than the political bonds of the Confederation. Last year, my hon. friend from Carlton (Mr. Irvine) supported the Government, and asked for a subsidy for a New Brunswick railway from the Province line to Riverview du Loup or Riverview du Loup. That was a through line, and the only through line, and the only through line on Canadian territory they ever have."

DUBLIN, May 27.—Irish accounts indicate a general expectation on the part of the priests in the country of the Pope. Many meetings have been held but not much money is actually given to the parish fund. It is alleged that considerable sums are subscribed, but no trustworthy statement of the total has been published.

# Notice.

I HAVE appointed JOHN D. HAWTHORNE my Deputy.

Dated at Fredericton this 25th day of May, A. D. 1883.

A. A. STERLING, Sheriff York Co.

## Ploughs.

JUST RECEIVED—

10 Steel Ploughs, "Quebec" 10 Steel Ploughs, "Perfection" 10 Cultivated Iron Ploughs, "Lumber" For Sale Low. JAMES S. NEILL, Fredericton, May 30, 1883.

## PER SCHOONER ACARA,

From Boston.

10 B. Barrel Roofing Pitch 10 Barrel American Coal Tar: 1 Barrel Spirits Turpentine: 6 East India Wagon Wheels: 1 Case Clothes Wringers: Just Received and for Sale as usual. R. CHESTNUT & SONS, Fredericton, May 30, 1883.

## CITY TAXES

THE Assessment Roll for the year 1883, is now in the hands of the City Treasurer. All persons therein assessed are hereby notified that they will be entitled to a

## DISCOUNT

FIVE PER CENT.

On the amounts of their respective Taxes, if the same be paid to the City Treasurer, at his office, in the City Hall, Fredericton, on or before the 2nd day of July next, after which date, Extension will be issued, and 20 cents cost incurred on all Taxes remaining unpaid after the 2nd July.

JOHN EDWARDS, City Treasurer.

Fredericton, June 1st 1883.

## LAWN MOWERS.

JUST RECEIVED—

10 Lawn Mowers, For Sale By JAMES S. NEILL, Fredericton, May 30, 1883.

## WANTED.

A YOUNG LADY CLERK, must be able to cast accounts, and assist in Book Keeping. Enquire of J. G. McNALLY, Queen St., Fton, May 23d.

## HOES.

Manure Forks, Etc.

JUST RECEIVED

From the Celebrated A. S. Whiting Manufacturing Co.:

20 Bundles and Boxes Sythes; 20 "Scythe Sheaths; 12 Boxes Scythe Stones; 10 Bundles Hay Forks; 18 "Manure Forks; 4 "Hoes, Field and Locket; 4 "Potatoe Forks.

## GARDEN RAKES, SPADING FORKS,

Weed Cutters, &c., &c.

For SALE WHOLESALE AND RETAIL.

Z. R. EVERETT.

Fredericton, May 30th, 1883.

## DEVER BROTHERS

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# McFarlane, Thompson & Anderson's

## HARVEST MACHINE CO.

FREDERICTON, N. B.

WE WIN

IN THE

FIELD

AND AT THE

FAIRS;

Anywhere

AND

ALWAYS

Leading Characteristics and Points of Excellence of McFARLANE THOMPSON & ANDERSON'S "Wool's New Enclosed Gear Mower," awarded FIRST PRIZE in competition with Cassell's Reapers, Toronto Mower and others.

First. For simplicity, strength and durability.—In this machine, simplicity in construction, lightness in weight, symmetry in form and elegance of finish, are combined with strength, durability, and efficient working qualities. Needless machinery and traps are avoided. It is less complicated, easier to repair, and less liable to get out of order than any other Mower.

Nearly 40,000 in use last season went through the harvest without wearing of parts or breakage, having been subjected to the severest possible tests in field work, as to its strength and durability.

Its weight is reduced to a minimum, consistent with maintaining the greatest efficiency in handling the most difficult crops. This has been attained by the use of the best quality of material, and the substitution of steel and cold rolled iron for common wrought iron, and of malleable iron for common cast iron.

Second. Enclosed Gearing ensures exclusion of all dust and dirt, freedom from noise and jarring, which are always incident to machines having the gearing in the wheels.

Third. Cutting Apparatus.—Malleable iron guards with steel plates and sections from the best English steel are used. For finger bars steel is used.

To adjust the height of cut, the finger bar has at each end an adjustable wheel, by means of which both ends of the bar can be raised or lowered at pleasure. It can be easily and handily folded for transportation. A lever is pivoted to the pole within convenient reach to the driver, by which he can readily raise the finger bar to pass obstructions.

Fourth. Connection of Finger Bar to "Main Frame."—This is done by means of a heavy steel spring firmly braced in the rear to main frame. The main shoe is also braced to the front end of main frame, so that the bar can always be kept in line and the stroke of the knife from guard to guard maintained, even after years of use, a feature absolutely necessary for perfect cutting of grass, and at the same time affording perfect protection to the pitman. No other Mower has this feature.

Fifth. Width of Thresh 3 Feet 7 1/2 Inches.—From three to six inches wider than any other Mower.

Sixth. Height of Driving Wheels 31 Inches.—From two to four inches higher than any other Mower drive wheels.

Seventh. Draught from the Frame Direct Whiffletree Under the Pole.—Most other Mowers have the whiffletree on the top of the pole and push the bar instead of pulling it.

Eighth. Bearings made of best composition metal, easily duplicated. All other Mowers use either Babbitt Metal or simply Cast Iron mostly the latter.

Ninth. Weight of the Machine Largely on the Left Hand Drive Wheel.—Some manufacturers construct their Machines so that the weight is largely on the right hand wheel. Purchasers should avoid such machines.

Tenth. Lightness of Draught.—It is the lightest Draught Mower in the world. The reduction in weight, the improvements made in the gearing and cutting apparatus, the increase in the height of driving wheels have conducted to this result.

Eleventh. No Weight upon the Horses Neck.—As the weight of the machine and driver are perfectly balanced on the axle.

Twelfth. No Side Draught.—The pole is attached to the machine at such a point between the wheels as to avoid any side draught.

Thirteenth. Safety and Comfort of the Driver.—The driver is located in the rear of the cutters, where he can perfectly control their operation, easily guide his horses, and guard against obstructions and at the same time be secure in case of any accident from being thrown before the cutters, which so often happens with rear cut machines.

Fourteenth. Lock Nuts.—All the nuts on this machine, liable to get loose, are lock nuts provided with keys, which prevent their jarring loose.

Lastly. General Advantages.—The advantages of this mower over any other are its lightness, its better distribution of weight, both of machine and driver, its lightness of draught, the increase in its width, and the height of the driving wheels, the improvement in the cutting apparatus, the most perfect connection of the cutting apparatus with the main frame, the perfect protection of the pitman, the facility of its management, and the safety, ease and comfort of the driver.

## OUR AWARD AT HALIFAX

PATRONIZE

HOME

INDUSTRY

Don't build up

ONTARIO AT

Expense of

Our Maritime

PROVINCES.

HONORABLE MENTION, CLASS 10, SECTION 40, NO. 1755. MOWING MACHINE HIGHLY RECOMMENDED, BUT WITHDRAWN FROM COMPETITION IN CONSEQUENCE OF BEING BROKEN IN TRANSIT.

Exhibitors, Messrs. McFarlane, Thompson & Anderson, FREDERICTON, N. B.

Halifax, N. S., Sept. 20th to 30th, 1881.

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