LISTOWEL STANDARD.

FRIDAY, APRIL 23, 1880.

THE PACIFIC RAILWAY DEBATE.

Explicit Statement by Sir Charles Tupper of the Government's Policy —The Repudiation of the Opposition Course Severely Criticized.

On motion to go into Committee of Supply Sir Charles Tupper said he did not intend to introduce resolutions concerning the Pacific Railway on the present occasion. The member for West Durham could introduce his resolutions at the end of his speech. The subject was one of the most important, and he hoped that the debate would in no degree be turned out of the channel in which it has run—which should be calm and dispassionate. It would be desirable, however, in view of the changed attitude of the gentlemen opposite, as foreshadowed by the resolutions promised by the member for West Durham, to give some slight view of the position of the case. It would be remembered that in the year 1872, when British Columbia was admitted to the Union, it stood committed to the building of the Canada Pacific Railway. Then the Government had introduced resolutions giving $30,000,000 and 50,000,000 acres. It was also arranged that the work should not be constructed by the Government and that there should be no increase of taxation in connection with the matter. He was surprised at the course of the hon. member for West Durham, as the Government of which he was a member had incorporated the rules in a Minute-in-Council as a plea for the alterations of the terms. He said he had no doubt that it was to be regretted that the line could not have progressed as was originally proposed. He would explain why the Government found themselves unable to continue the work on the original plan. It was to a great extent due to the tenure of office of gentlemen opposite. It was only under conditions of great moment and exigency that a Government should depart from the policy of their predecessors. It was, of course, open to a Government to say that it declined to undertake any work which might be committed to them by their predecessors, and the leader of the late Government might have declined to proceed with the work. But he did not do so, and very shortly after his accession to office had visited his constituency and, in a speech to his constituents, had distinctly supported the construction of the line as absolutely necessary to the development of the country; but on this occasion he also stated that the work was to be taken up by the Government in order that the people might receive the profits of it, and not the contractors. With that end he had prepared a scheme re-affirming the principle that there should not be any increasing of taxation. He had then again returned in part to the scheme of his predecessors, using the same machinery to some extent, save only that he gave power to the Governor-in-Council, without consulting Parliament, to locate the road throughout the whole track. He also provided the land to the extent of 20,000 acres per mile should be appropriated, two-thirds of which should be sold by the Government at such prices as might be agreed upon by the Government and contractors; the former to pay for cost of administration, and so on. In this the late Government went far beyond the scheme of its predecessors, in that it assumed the cost of the administration of two-thirds of the land and relieved the contractors from all charges for surveys. But this was not all. In addition to departing from the previous intent of Parliament, in that it made the Government responsible for a vast expenditure over the original estimate, the former Government thought that if it brought the line to Nipissing it would be sufficient; but the Government of Mr. Mackenzie had entered into the construction of the Georgian Bay branch and pledged itself to a subsidy to the Canada Central at an expenditure which might be approximated at $450,000, outside the construction of the Pacific Railway. It was said that there was no alteration in the scheme, that there should be no increase in the taxation; but this was not correct, because the Government had come down for an increase $3,000,000 of additional taxation, and the member for Lambton said that British Columbia had nothing to complain of as the country was pledged to the construction of the road and that it had levied $3,000,000 extra taxes for its benefit. But the practice of principle seemed to be affected by the side of the House on which that gentleman sat. When the gentlemen opposite were in opposition before, they saw nothing but gloom in connection with the Canada Pacific Railway. When they were in power, with a large majority, their gloomy visions vanished and they found themselves sufficiently patriotic to undertake the work, to impose all the work and cost undertaken by their predecessors, and also to impose a great deal more, as he had shown, a sum at the east end alone exceeding the estimate of the Government of Sir John A. Macdonald by $4,000,000. The hon. gentleman proceeded to read from the Carnarvon terms to show that the construction of the Esquimault and Nanaimo Railway would entail an additional outlay of $4,000,000 at the west end, this exceeding the original estimate of $30,000,000 by $8,000,000. The terms also advocated the pushing on of surveys and the construction of a wagon road without delay. What would that have cost? Those who knew the cost of making a road of the kind in British Columbia could judge the cost of making such a road through 500 miles of the Rocky Mountains. The terms also indicated that the suggestion of this wagon road came from the Government and not from Lord Carnarvon. The terms also pledged the country to an expenditure of not less than $2,000,000 per year on the railways, and that the whole road was to be completed in the year 1890. The member for West Durham had asked what authority the late Premier would obtain from Parliament for this course. He had announced that he had no authority to ask, and that it was merely his duty to submit the terms to Parliament, and he knew that the House would sustain him with cheerful support. He thought the present Government might reasonably ask a little of that "cheerful support." It was true that the member for West Durham had voted against the vote for the Nanaimo and Esquimault, but that was the extent of his opposition, for when that question was removed by the other House the hon. member had entered the Government and gone heartily with his colleagues in their schemes. He had also voted for an indemnity to British Columbia for abandoning certain claims. He thought the very last quarter from which opposition to the course of the present Government should come was the Opposition. Having obtained office the late Government proceeded to build the Pembina branch, and also the Shebandowan and Lake of the Woods branch, notwithstanding the fact that there was the Duluth Railway already built, and would take away the traffic. The late Government also committed the grave error of letting two contracts for sections running east from Red River and west from Lake Superior, without surveys or knowing whether the ends would be connected. When the present Government came into power it found that there had been an immense amount of outlay for no purpose. Without the missing links of 185 miles the work was altogether useless. The hon. gentleman had the other day stated that he was not sure that he meant to have let the section for contract, and it was, no doubt, as he knew, that if he had done so his contention that the line was to be built for $24,500 a mile would have been swept from under his feet. Referring to the charges for the construction of sections 15 and 25, the hon. gentleman proceeded to say that he had caused careful inquiry to be made as to how the great loss had arisen. On section 15 there was a change of the plan. Trestle-work was orginally intended, but for reasons it was found desirable to substitute embankments, but the late Minister had not taken notice of the advice of the Chief Engineer.

Hon. Mr. Mackenzie said that he agreed with the change, but thought it not desirable at the time.

Sir Charles Tupper said the present Government had determined that the system of letting contracts should be changed and that the old system of guess work and hypothesis should be abandoned. For that he had stopped the advertisement of the letting of the contract for the 185 miles of which he had spoken. So far had this been done already that on section 41 Mr. Caddy, on looking over section 41 again, had shortened the line by three miles and saved the cost of $319,000. The same course would be followed on section 42, and he believed that a general saving of $500,000 would be made. Referring to the construction of the British Columbia section, he said that the late Minister had stated that he had not made up his mind as to the construction of the British Columbia section, how in the face of the Carnarvon terms and removal of steel rails from Nanaimo to Yale he could conscientiously say so was not clear. When the present Government came into power it had reverted as far as possible to its former plan. It had decided that the great lands in the North-west should build the railway. He would ask how the hon. member for Lambton could reconcile his statement at Lambton, to the effect that the North-west was useless without the railway, and his statement now that it was a bad thing to lock up a portion of the lands for the benefit of the road, and when he had told the people of England from the floor of the House that we could not give our lands away. The hon. gentleman proceeded to criticise the conduct of the Opposition in connection with the scheme proposed last year. They had followed the Government to England and in certain papers there the scheme was sneered at and it was alleged that there was a great reaction in the country. The country in the Northwest was decried, and under such circumstances it would have been no wonder if the Government had failed in its mission to the Imperial Government. The correspondence between the two Governments was, of course confidential, but he could say that the Government was deeply interested, and he might add that there were reasons why it was not a propitious time to press the Government. But he had little doubt that in the future all that was required could be obtained. Not alone were the Government and Opposition in England deeply interested, but it was found that there would be no lack of funds as the construction of the roads progressed. The journey of the Minister had also been a success, inasmuch as he had been able to purchase a large quantity of steel rails at a very low price. Speaking of the change of the Government in England, the hon. member said that if the Opposition anticipated any change in the prospects of the Imperial Government aiding the road they were mistaken. The interests of Canada were safe in the hands of a Liberal Administration. It was not improbable that Mr. Foster would be Colonial Secretary, and if so, he was strongly in favor of aiding the railway, and in a speech not long since delivered at the Royal Colonial Institute, he had advocated strong generosity on the part of England in connection with the subject. The hon. gentleman referred to the resolutions already submitted, and said these would eventually be followed in the management of the lands. Surveys have been made in the endeavor to find an easier connection with the western coast. Port Simpson had been found to be a splendid port, but the distance was greater, and the climate was bad in consequence of the rainfall. After mature consideration it was thought not desirable to change the terminus from Burrard Inlet. That terminus would open up a very large section of rich country, both directly and indirectly. The hon. member read from a work on British Columbia to describe the character of the country. The selection of Burrard Inlet by the late Government in part guided the present Government in their decision. There were some objections to Burrard Inlet. One was that the terminus will be affected by the guns of St. Juan; but this would be obviated by a short line of 3 miles from the harbor of Esquimault to Savage Inlet. After referring to other matters the hon. gentleman reviewed the cost that would be entailed by the contracts under consideration, and said that between the Rocky Mountains and Manitoba the survey had proved that there was a very large amount of excellent land, amounting to 150,000,000 acres, which the line would open up.

After recess, Sir Charles Tupper, continuing, said, I will submit a calculation which I believe will prove an outside calculation of the expenditure necessary to complete the Pacific railway. This estimate is prepared by Mr. Sandford Fleming, the Engineer in Chief, who has had the best opportunity of forming a deliberate and dispassionate judgement, and whose ability is only exceeded by his caution. The estimated distance from Lake Superior to Burrard Inlet is $1,056 miles. The estimate is thus made up: From Fort William to Selkirk, 406 miles, including a fair allowance of rolling stock, light gradients, and engineer during construction, $17,000,000; Selkirk to Jasper Valley, 100 miles, including light, equipment, supervision, &c., $13,000,000; Jasper Valley to Port Moody, 550 miles including light equipment, engineering &c., $29,000,000, comprising the following items:—Jasper Valley to Kamloops, 335 miles, at $43,660 per mile, $15,500,000; Kamloops to Yale, 125 miles, at $80,000 per mile, $10,000,000; Yale to Port Moody, 90 miles, at $38,888. Adding 155 miles to make the estimate a liberal one, the estimated cost was brought up to $50,000,000. To that must be added $3,119,618, cost of explorations and preliminary survey thoughout all parts of the country from Nippissing north to James' Bay on the east and from Esquimalt to Port Simpson on the west, and from Latitude 49 to 56. That makes an expenditure from Fort William to Burrard Inlet of $63,119,518, exclusive of the cost of the Pembina Branch. The estimated cost of the Pembina branch, to finish and fairly equip it, is $1,750,000, making in all, with the total construction on the main line from Lake Superior to Burrard Inlet, the total sum of $64,869,618. Now, sir, that completes the Canada Pacific Railway, with the exception of 600 miles from Fort William to the terminal point south and east of Nipissing. We may safely put that work at $40,000 per mile, which would add $24,000,000 to complete this national highway. But, if we were to put it at $30,000 per mile, it would bring it down to some $6,000,000, and make the total cost of the Canada Pacific Railway from here to the Pacific $82,869,617, or calculating these six hundred miles at $40,000 per mile, $88,869,618. Now, when I remind the House that the land alone, on the authority of the Minister of the Interior, will give us within the next ten years $32,000,000 to receive on mortgage, it is self-evident it will more than meet the charge. Not only will the land do that, but if the land would not give us a dollar, we have an authority (the *Globe*) which hon. gentlemen opposite will accept, if they will not accept that of the First Minister, for the statement that the customs revenue from the people who will go into that country will furnish $1,800,000 more than the interest that will be required to construct the 1,300 miles. (Cheers) It might be said that the building of the road was only the commencement of the cost, and that the line would afterwards have to be maintained at a loss. On this subject the Minister of Railways was glad to be able to read a letter from the Superintendent of the Pembina Branch, in which he told him that he (the Superintendent) had received during the month of March alone, before the season was open, for passengers, $7,117; for freight, $17,317, or $24,000 for one month on this little branch line. In two years there would be 700 miles of the Canada Pacific Railway constructed, and it was illogical to assert that this would not obtain ample work to maintain it on a solid financial basis. It must be remembered that the conditions of the country were changed and were changing. The hon. gentlemen opposite had advertised the construction of the line and offered land and money and four per cent. on the cost of construction for twenty years and there was no response. He was of opinion that if such an advertisement was published now the Government would have no lack of replies. Referring to the Georgian Bay Branch, the hon. member said that the extension of the Canada Central Railway would be of great advantage, as its connection with the Canada Pacific wound bring Montreal within 60 hours of the North-west and bring great traffic from Chicago, Duluth and the American West. The construction of the Canada Pacific was of the utmost importance to the country; it would build it up and open what must be regarded as the main strength of the country. The older Provinces had lost, to some extent the grain producing power, but thanks to the policy adopted by his hon. friend the Finance Minister its manufactures would grow up and a market would be found in the new country to be opened up by this railway. So much depended on the opening up of the Northwest that he regretted that hon. gentlemen made it a battle ground. It was too important to be brought into the arena of party politics. The hon. gentlemen opposite could find plenty of matter for party discussion, but he would strongly advocate a friendly combination of all parties on a question of such importance to the country. (Cheers.)

A CITY IN ASHES.

HULL, QUE., LAID WASTE BY FIRE.

4,000 People Homeless and Without Food.—Three Lives Lost in the Flames.

Ottawa, April 21.—The city of Hull is in ruins—at least fully one-half of it. A devastating fire broke out in a house occupied by B. Sabourin, on Bridge street east, this afternoon, and owing to a high wind spread rapidly both in a northerly and easterly direction. Despite every means available, the flames could not be checked in their furious march, and building after building was destroyed. The houses were with few exceptions, light wooden ones, and furnished the best of material for the conflagration. The Hull—likewise a portion of the Ottawa fire brigade—set resolutely to battle with the flames, with which, however, they were unable to contend. The whole area of ground comprising Church, Duke, Lake, Kent, Albion, Wellington, Charles, Central, Wright, Hannah and several other streets was burned. The heat was intense, and the smoke so dense that the city was almost shrouded in darkness. The fire raged in its intensity from half-past three o'clock until seven, when the wind changed fortunately, and it was got under control. It is estimated that between 700 and 800 houses are destroyed, and over 4,000 people homeless. Several lives are known to be lost. A woman named Latremonille was burned; also a man named Ouillette. The woman was confined yesterday, and was unable to leave the house. Ouillette was seen rushing from his blazing dwelling into the street, and fall dead. He was terribly burned. Numerous accidents occurred. The area of ground over which the fire travelled is a mile long by four hundred yards wide. In numerous cases the occupants saved their furniture, which is now piled on the streets. The property destroyed was mainly occupied by laborers, who will be unable, for some time at least, to rebuild. There is very little insurance, as companies would not take risks, deeming it too hazardous. Steps have been taken to raise contributions to relieve the distress. Handsome subscriptions have already been raised, and tomorrow night the City Councils of Hull and Ottawa will meet to take action in the matter. His Excellency the Governor-General telegraphed to the Mayor of Hull, signifying his willingness to assist in any movemnt for the relief of the homeless. Thousands of persons from the city visited the fire, and at one time there were but forty members in the House. The Governor-General and Princess Louise and Staff were among the first to arrive, and they remained some time.

Ottawa, 2 a.m., April 22.—The body of another woman named Guyott was found an hour ago in the ruins at her house in Hull. It was terribly charred.

TERRIBLE TORNADO.

One of the Evils of the Western States.—A Town Destroyed—Over 200 Persons Killed and Wounded.

St. Louis, April 19.— The passengers who passed through Marshfield last night report that at 6.30 a furious hurricane struck that place and levelled all the town lying west of Centre square. The *debris* at once took fire and the flames could be seen at half a dozen points by the passengers. Forty dead bodies were taken out and many are supposed to be buried in the ruins or burned, and also many living still imprisoned in the *debris*. All the physicians in town were killed except two. There is great need of doctors to attend to the over 200 wounded. A relief train with 20 physicians, nurses and supplies left Springfield this morning. The storm is general in southwestern Missouri, and other places probably suffered damage. Voilent rain and hail accompanied the wind. The telegraph is down and there is no particulars. At Gray's Creek, Jefferson City, four or five houses were blown down and a number of persons injured. One house was blown across the Missouri Pacific Railway track; no warning being given a train ran into it, demolishing the locomotive and severely wounding the engineer and fireman.

Marshfield, Mo., April 20.—The cyclone which desolated this place, after passing through several miles of country in Christian, Green and Webster counties, leveling houses and timber, struck this town about 6.30 Sunday evening. It was a frightful looking black cloud, lined with fleecy white, funnel shaped and moving like a screw propellor with wonderful velocity, destroying everything. For about half a mile wide houses were blown from their foundations. Cattle, hogs, horses and poultry were whirled into the air a great distance. The noise of the storm, the crash of houses and the cries of terrified people made a scene of horror. What was a beautiful, peaceful town of 800 people twenty-four hours ago is now a waste of desolation. Of 200 dwelling houses not more than 20 are standing, and but few of these are uninjured. There are now fifty wounded in the school building under the care of noble women from Lebanon and Springfield. The loss by the calamity is estimated at $350,000. Of the 800 inhabitants seven-eighths of them are homeless, destitute and suffering terribly. Of the total killed, which are not far short of 100, not more than a dozen have been buried.

A Good Account.

"To sum it up, six long years of bed-ridden sickness and suffering, costing $200 per year, total, $1,200—all of which was stopped by three bottles of Hop Bitters taken by my wife, who has done her own housework for a year since without the loss of a day, and I want everybody to know of it for their benefit."

"JOHN WEEKS, Butler N. Y.'

No Man on Earth can do a good job of work, preach a good sermon, win a law suit for his client, or write a good article for a paper when he feels miserable and dull, with sluggish brain and unsteady nerve, and none should make the attempt in such a condition. What that man wants is renovating—so to speak—National Pills will do it. Try a box; price 25 cents.

Bean & Gee's is the only place making shirts to order and guaranteeing perfect fit. Don't forget it.

UNFORTUNATE EMIGRANTS.

A family named Forest emigrated from Renfrew, Ontario, last autumn, and resided with Redden and Dickson, formerly of Parkenham, pending the erection of their house near Nelsonville, Manitoba. Mr. and Mrs. Forest, their three children and sister-in-law, slept downstairs, and the owners up-stairs, where 120 bushels of wheat were stored. On the night of the 6th of April, the beams gave way, precipitating the grain and Mr. Dickson above down on those below. Mr. Dickson awoke instantly and with considerable presence of mind struck a light and set to work to rescue those buried in the wheat. He succeeded in getting the head of the husband and one child above the grain, but ere reaching the wife and one little girl, death from suffocation had ended their sufferings. The melancholy accident has cast a gloom in the Mountain country where the survivors live. Sincere sympathy is felt for the afflicted husband, who lives in a precarious condition, the fruits of partial suffocation.

PATTERSON'S PILGRIMS.

From Paris to Emerson in Sixty-seven Hours.

From the Winnipeg Free Press of the 10th.

R. Patterson's third through party for the season, arrived at St. Boniface last night, after a speedy run. The train, which was a special one (as all Mr. Patterson's trains are), left Paris at 6 p. m. on Tuesday night, 6th instant, and on leaving London, after taking on Greenway's party, made a train of two baggage cars, six coaches and a Wagner sleeper, and numbered by actual count 250 souls. The train was rushed along at fast express time, and ran from Paris to within 50 miles of St. Paul in 34 hours, but at this point, while the train was drawing out of the station, the baggage car left the track, and caused a delay of some five hours. After being righted, and the baggage transferred from the broken car, the train came along at a good speed, and arrived at Emerson yesterday shortly after noon, where some ninety of the party (Greenway's) got off. The passengers comprised some influential and leading men from Ontario, out on a visit, and an universally fine lot of settlers. They speak in the highest praise of their treatment, and presented a flattering address to Mr. Patterson on arrival.

RAILWAY ACCIDENT.

A Collision on the G. W. R. at Palmerston.

A rather serious collision occurred at Palmerston on Thursday night at eight o'clock. The engine which ran into the caboose of a preceding train near the Desjardine Canal a few days ago had been repaired and sent out under a new driver named Wright. On approaching Palmerston, and not being aware of the rule to stop before running up to the station, he kept straight on, and his engine collided with another one that was standing on the track, waiting to be attached to the same train and take it on. The destruction caused by the collision was considerable and one or two men were hurt. The driver's name on the stationary engine was Clementson and his fireman's name was Nicholson. The latter was under the engine oiling some of the machinery as the other train appoached, and Clementson could not of course put his engine in motion to get out of the way without endangering Nicholson's life. He shouted to the fireman to get out and he did so just before the collision. Mr. Clark the express messenger on the colliding train, received some severe bruises and at first thought his leg was broken. A section boss who was in the second class coach, received some bad cuts on the face. Both engines were damaged to a considerable extent and one or two of the cars were injured.

AN ONONDAGA TRAGEDY.

An Indian Kills His Wife and Throws the Body in a Pool of Water.

Brantford, Ont., April 19. — Benj. Carrier, an Indian farmer, living 6 or 7 miles from Onondaga, has been arrested and brought to Brantford jail for murdering his wife, Nancy Carrier. On Thursday last they both went out with an ox team into the woods for basket material, but Carrier returned alone and told his family that their mother was in the water, but would soon return, and they were to tell her to get dinner when she came back. Some of the neighbors noticed Carrier returning alone, which aroused their suspicions, and on making inquiries they ascertained the direction the Carriers had gone, and proceeding in that direction they soon found Mrs. Carrier in a pool of water with her head badly cut, and her shoulders, arms and upper part of her body badly bruised, indicating that a severe struggle had taken place between the two. Carrier was immediately arrested but denied the charges. Dr. Dee, coroner, held an inquest and sent the prisoner up for trial. It is supposed that Carrier has been keeping company with another squaw, and Mrs. Carrier remonstrating with him about his actions caused the quarrel which led to Mrs. Carrier's death. The prisoner is about 28 years of age, and appears quite unconcerned in the matter. He is now in Brantford jail awaiting his trial which will come off shortly.

A CHURCH STRUCK BY LIGHTNING.

A Panic-stricken Congregation.

Kingsville, Ont., April 15.—During a thunder storm yesterday about noon the lightning struck the flag-pole of the Commercial House, shattering it to atoms and breaking many lights of glass in the hotel. The lightning passed entirely over the Methodist Church, striking the chimney as low as the roof, opening the chimney down to the pipes and throwing down several hundred bricks inside the church. The fluid passed down to the stove, smashing the floor, and passed into the ground under the stove. The pipe was thrown about the church. A panic ensued in the congregation. A rush was made for the outside and a wonderful escape effected, not one person being disabled. Fortunately the congregation was small, or some persons would surely have been killed.

On the Verge of the Grave.

Such was the Condition of Moses A. Walker, of Derry N. H., with congestion of the Lungs and Chronic Catarrh. Two bottles of the Constitutional Catarrh Remedy entirely restored him to health, and, to use his own words, "built up my whole system." The Remedy is for sale by all druggists.

THOS. RYDER ON HIS MUSCLE.—The other day bailiff English brought a couple of prisoners to the gaol here to remain over night while *en route* to the Central Prison. One of them after being placed in a cell adjoining Thos. Ryder, one of the accused in the Donnelly murder, began abusing whoever had been guilty of these murders. In the morning as he came out of the cell Ryder pounced on him, and kicked him in the ribs and stomach very severely. Ryder says that the man was twice as big as he, and declared that he could whip the whole six men in gaol on a charge of murdering the Donnellys.

Remedy for Hard Times.

Stop spending so much money on fine clothes, rich food and style. Buy good, healthy food, cheaper and better clothing; get more real and substantial things of life every way and especially stop the foolish habit of running after expensive and quack doctors or using so much of the vile humbug medicine that does you only harm, and makes the proprietors rich, but put your trust in the greatest of all simple, pure remedies, Hop Bitters, that cures always at a trifling cost, and you will see better times and good health. Try it once. Read of it in another column.

Misses' and Children's Genuine French kid button boots, very best quality, at JOHN RIGGS, successor to Roy & Riggs.

CLOVER SEED.—S. Bricker & Co. are prepared to supply farmers with any amount at clover seed at rock bottom prices.—7.

PROMOTION EXAMINATIONS.

List of Candidates

Who have successfully passed the North Riding Promotion Examinations for March 1880. The number of marks required to pass were as follows: Sixth Class, 250, Fifth, 200, Fourth, 130, Third Senior, 170.

WALLACE.

	AGE	S. S.	MARKS.
Sixth Class.			
Geo. Homer	14	3	304
Susan Tiernan	15	3	258
Rebecca McIlroy	17	2	257
David Leppard	16	5	292
Alice McRae	15	6	254
Mary Mawhinney	16	6	268
Fifth Class.			
Edward Chamney	15	1	209
Isabella Williamson	13	1	225
John Griffith	12	3	200
Geo. Etinger	12	2	201
Ellen Morrison	13	2	215
Emma McIlroy	12	2	235
Alice Sheppard	12	5	200
Lizzie Brand	14	6	240
Susan Brand	14	6	204
Martha Irwin	13	6	242
Henry Gadagher	13	7	308
Fourth Class.			
Emily Matthews	11	1	185
Mary J. Griffith	11	3	181
Thomas Marks	12	3	231
Letitia Sheppard	12	3	183
Wm. Turnbull	13	3	207
Robt. Ash	10	5	182
Wm. Brodie	12	6	211
Minnie Beattie	12	6	180
Minnie Brand	12	6	202
Chas. Beattie	14	6	180
Wm. Chillott	16	6	183
Mary J. Harrison	12	6	229
Annie McFall	13	6	188
Minnie Robinson	10	6	180
Mary J. White	14	6	199
Martha J. Follis	13	7	265
Rachel Spears	17	9	184
Lizzie Elliott	12	9	180
Senior Third Class.			
Joseph Greer	13	7	286
Benj. Greer	11	7	226
Wm. S. Follis	11	7	171
Lizzie Schneider	10	6	170
Samuel Dunlop	11	3	171
Robt. English	12	3	182
John Markel	12	3	222
Wm. McConaghie	12	3	179
Jos. Sheppard	10	3	226
Wm. King	11	3	188
Sarah Elliott	11	6	171
Geo. McFall	9	6	108
Carry Sweeten	10	6	201
John Brothers	11	7	200

ELMA.

Sixth Class.			
Aggie Wilcott	14	1	268
Eliz. Burton	14	2	253
Robert Brown	14	2	290
Mary Inglis	16	2	280
John McLennan	18	6	271
Clement Perrin	13	6	250
Fifth Class.			
Martha Cosens	14	1	262
Emeline Halpenny	15	U2	210
James A. Brown	13	U2	218
Mary J. Ritchie	12	U2	241
Wm. Burton	12	2	347
Elizabeth Brown	12	2	207
Isabella Cleland	11	2	225
Jemima Hargrave	13	2	200
Elizabeth Ellacott	12	8	201
Isabella Jickling	12	2	280
Thomas Shearer	12	2	238
Agnes Hammond	10	3	225
Wm. Holmwood	17	3	227
M. Stevenson	14	3	213
Neil Matheson	16	6	200
Wm. Perrin	14	6	225
Fourth Class.			
Wm. Bowes	14	1	204
Eliz Henderson	12	U2	252
Albert Hewitt	11	U2	180
Eliz Brisbin	12	U2	183
George Dippel	12	U2	183
Mat. Sanderson	11	U2	215
Wilfrid Clyde	12	U2	231
Wellington Mann	15	U2	189
John Newbigging	13	2	211
Wm. Porterfield	13	2	221
Margaret Shearer	12	2	198
L. A. Keating	12	3	213
J. Aitcheson	12	3	180
Ed. Stevenson	12	3	187
George Boyd	16	4	185
Ettie Fox	13	4	210
Wm. Boyle	11	4	189
Mary Crittenden	13	4	191
Eliza Graham	11	4	189
Annie Shannon	12	4	205
Thos. Guy	14	5	190
George Danbrook	11	6	194
Albert Knox	10	6	202
John Donovan	14	9	221
Richard Teteock	12	9	213
Senior Third Class.			
Mary Harvey	10	5	235
James Gibson	11	5	173
Samuel Sangster	11	5	240
Jessie Sangster	12	5	170
Catherine Cook	11	9	209
John Lambert	11	9	189
George Poslieffe	11	9	173
Robert Thompson	11	2	219
Benj. Douglass	10	2	171
Jane Shearer	10	2	177
Arthur Shearer	9	2	268
Thos. Shearer	10	2	210
Isabella Forman	12	2	176
Robert Jickling	14	2	250
Wm. Curry	11	3	191
C. Boyd	11	3	173
Louis Doran	10	4	184
Mary Donaldson	9	4	170
Mary E. Graham	10	4	205
Agnes Hamilton	11	4	171
John Kellington	10	1	170
Chas. Neudt	11	1	237
Annie Zubrigg	10	1	203
Martha Collins	10	1	224
Agnes M. Henderson	8	U2	191
Jasper Halpenny	10	U2	172
Jeremiah Curtis	8	U2	171
George Burton	10	2	186
Walter Dunlop	11	2	212
Peter Dunsmore	11	2	227

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Sixth Class.			
Alfred Curtis	14	1	250
James Laird	16	1	262
Robert C. Manley	13	1	250
William Snider	14	1	250
William Brydon	13	1	251
Alex. Davidson	13	4	277
Allan Turnbull	13	4	250
George McGorman	14	5	273
William Lowry	20	2	250
Allan Davidson	13	6	363
Thomas Robertson	13	6	305
Thomas Allingham	16	8	254
Mary E. J. Patterson	12	7	272
William Urquhart	16	7	250
Fifth Class.			
James Foster	11	1	212
John Griffin	16	1	217
John Hamilton	12	1	224
Josiah Manley	14	1	224
Minnie Wood	14	1	216
Ellen Whaley	11	1	203
Albert Riddle	13	1	236
Adam Doering	11	1	228
Anthony Scrench	14	12	214
Nellie Dewar	12	2	234
Lavina Farrell	12	2	204
Margaret Rines	16	2	201
John Large	14	2	288
Margaret Shine	14	2	229
Jessie Struthers	15	2	200
Apple Cawston	11	U13	230
Adam Chalmers	12	U13	240
Emma Edwards	15	U13	311
Nicholas Nafzigger	14	U13	211
Robert Gamble	11	7	203
William J. Johnston	13	7	204
Mary Fauser	14	U10	234
Mary E. McIloy	11	15	207
Emma Fezzant	12	3	227
Benjamin Nicklin	12	3	201
Margaret Rutherford	11	3	210
John Fleming	15	8	222
Jane Neilson	13	8	222
John Rutherford	14	4	200
Joseph Martin	13	4	333
John Jack	14	4	200
Eliza Dowd	17	6	201
Elizabeth E. Dowd	14	6	200
John Armstrong	12	7	202
Fourth Class.			
Maria Adair	13	1	241
Harvey Curtis	12	1	203
Annie Doering	10	1	203
Adelaide Kertcher	10	1	183
Conrad Hasenpflug	11	1	230
Mary Hamilton	10	1	185
Catherine Laird	12	1	180
Stephen Pugh	12	1	203
John R. Roe	11	1	188
Mary A. Whaley	13	1	200
John Winkler	12	1	184
Alfred Tanner	12	1	206
Annie Long	13	U9	181
Maggie Sanderson	14	U9	180
William Aiken	11	12	180
Emma Attridge	13	12	191
Christopher Aikin	16	12	185
Thomas Burnett	11	2	243
Jane R. Chalmers	11	2	277
William Chalmers	9	2	269
Marion Kines	11	2	184
James Large	12	2	228
Lizzie Schmehl	12	2	303
William Shearer	9	2	229
Alex. Chalmers	13	U13	180
Allie Edwards	12	U13	191
Bella Houghton	12	U13	195
Joseph Nafzigger	11	U13	201
Margaret Steele	13	U13	205
Frederick Warning	10	U13	180
Harper Armstrong	11	3	188
Alex. McLennan	13	3	202
Ida Ritter	11	3	194
Eliza Patterson	11	3	201
S. J. Rutherford	10	3	202
Jane Weir	13	3	180
Edith Fleming	11	8	187
John Martin	12	4	276
Jemima Tanner	12	4	246
John MacKenzie	13	4	224
John Langley	13	4	183
Christina Turnbull	10	4	194
John Hawthorne	16	5	184
W. J. Dowd	10	6	203
Margaret Dowd	10	6	188
Jane Dowd	10	6	220
Agnes Gray	13	6	202
Helen Patterson	12	6	301
Mary J. Robinson	13	6	203
Archibald Riddell	14	6	191
Levi C. Watson	11	6	230
Senior Third Class.			
Eliza Harrison	11	1	182
William Hemilton	9	1	185
Elizabeth Riddell	10	1	175
Annie J. Tauber	11	1	199
John Hawley	10	1	206
Sarah Lannin	12	12	189
Alice Chalmers	9	2	188
Mary J. Kines	10	2	170
Aggie Struthers	10	2	195
John Waddell	11	2	211
Annie Steele	10	U13	108
Mary Whitney	10	U13	170
Robert Bailie	9	3	229
Albert Dillabough	12	3	170
Rebecca Stewart	12	3	170
Alice Ross	10	3	171
William McKee	9	3	173
David Langley	9	4	231
Robert Larmer	9	4	234
John Ritter	11	4	214
Alex. Ross	11	4	171
John Carson	11	4	188
Donald McKenzie	9	4	178
Laura Merrick	9	5	184