

The York Gleaner

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Wednesday, May 16, 1883.

TUPPER AND BLAKE ON THE C. P. R.

It has been remarked—as being something remarkable—that Sir Charles Tupper, in his speech on the Canada Pacific Railway, made no allusion whatever to his retirement from the Government. Those who believe that the said retirement was the result of a disagreement between "the chief" and himself are now saying, that a reconciliation has been patched up and that Sir Charles will remain in the Government—still Minister of Railways.

The *Globe* says that it almost appears that Sir John Macdonald had finally concluded that, with all his inquiries, the Knight of Springhill cannot be dispensed with. If so, so much the worse for the Treasury and the Tory party. But if Sir Charles does retire, he is not likely to be forgotten in connection with the railway policy of Canada in general and the C. P. R. in particular. If he retires, there will be found the minister to defend the C. P. R. contract, and all its conditions and consequences with the bold front he is so well able to assume, and to face the searching criticisms of Mr. Blake. Merely taken as an intellectual effort, Mr. Blake's reply (7th instant) to Sir Charles was a wonderful display of readiness, capacity to seize and hold the statements made in an opponent's four hour's speech, and ability, on the spur of the moment, to take up and dispose of them from his point of view. There is no doubt that the Liberal party has cause to look with pride on its chosen leader, and however bitter Tory partisans may seek to deny him, all moderate men of that party must look upon him with respect for his great ability.

Sir Charles Tupper endeavored to show that the Canada Pacific Railway Syndicate had not secured such an immensely advantageous bargain as the Opposition asserted they had. Mr. Blake, however, was able to show that by that contract they had obtained vastly good terms, and brought in a statement made by Mr. Stephens, President of the C. P. R. Company, as lately addressed by him to the Grand Trunk Railway Company. The statement to which Mr. Stephens has officially committed the company, is that the whole of the main line from Montreal to the Pacific ocean—plus some 450 miles of branches, complete and fully equipped, with the addition of 17,000,000 acres of lands—will be represented by \$90,000,000 of share capital without preference of any kind. The proprietors of the share capital will own the whole of this property, free from all encumbrances, except about \$5,500,000 of mortgage bonds previously charged on the purchased lands. In other words taking the \$90,000,000 of their capital at the issue price of 60, the actual cash cost of the 3,354 miles of railway, and some 17,000,000 acres of land will be \$54,000,000, say \$16,300, £3,200 per mile of railway, with the valuable land asset in addition. The land Mr. Stephens represents as perhaps the finest west land on the continent. What the value of that land will be to the Company it is not easy (so many conflicting estimates having been made) to say. \$1 an acre is ridiculously low, and \$5 an acre is absurdly high—possibly it will be the happy mean of \$2.50 and yet a dollar beyond. The C. P. R. Syndicate have not only, according to Mr. Stephens, obtained a fat contract (he does not say so directly of course, but as much may be inferred from his statement), but they have got a great pull in the country. There is the twenty years monopoly clause in the contract. From a liberal point of view, the point of view of those who have little sympathy with the natural aspect of the C. P. R., and who hold, with Mr. Blake, that the Prairie lands should have been built first, and that the rapid construction of the road—and the anticipation of the contract time by four years and a half (which Sir Charles Tupper says will confer the greatest possible boon and benefit on Canada) is a grave injury to the country—this clause seems inequitable, and with it as already created, cause trouble in the future on the North West. Sir John Macdonald has said "you cannot check Manitoba and the North West" in building what lines their Legislatures choose to sanction within their boundaries, but there is no mistaking the position of the "Knight of Springhill" on this point. "Are," he says, "the interests of Manitoba and the North West to be sacrificed to the railway policy of Canada? I say, if necessary, yes." Perhaps if Sir Charles retires from the Government and the country, an endeavor will be made to relax the stringency of this clause. A bargain is a bargain, but where the interests and the rights of growing provinces are concerned it will not do for the Government to back up the Company too strongly. Then again imposition of high freight rates by the Company who have by their latest tariff greatly increased them, will bear prejudicially on the settlers of the North West. On this point Mr. Blake, in the peroration of his speech observed that it is not so much when the settler is going to the North West with his property and effects, and is investing his capital in the removal of the purchase of his outfit and appliances that he will feel the high freight rates as when he has settled down to the normal condition of the farmer, living on his farm, and obliged to maintain himself every year out of the prices he receives for the grain and cattle he has to sell. They will diminish their value, and enhance the cost of the goods he has to buy to an extent that will be extremely

onerous. Mr. Blake further said that the apparent advantages of having the C. P. R. built under contract were present, but that the difficulties are only beginning to be discerned, that they will increase and grow from year to year and with the monopoly and 10 per cent. clause the bargain of Sir Charles Tupper instead of being a bargain of which he may feel proud will be a bargain of which in time to come he will be ashamed. Sir Charles no doubt is content to look to the present advantages. If he retires he will not make himself uneasy with thinking over the coming difficulties that the contract will bring upon the country. "They may not come, and if they do, why," after him the deluge."

MR. ROSS AND THE CANADA CIVIL SERVICE ACT.

We think that the members of the teaching profession will feel grateful to Mr. Ross, of Middlesex, for the interest he showed in their behalf during the discussion on the bill to amend the Civil Service Act. It appears by the Act that at attorneys, barristers, engineers, architects, actuaries and land surveyors are exempt from examination for admission to the Civil Service. He claimed that the examinations for teachers' licenses in the different Provinces were more rigid than for the Civil Service and that it would be an act of courtesy on the part of the Government to grant the same exemptions to teachers as to other professions. Sir Hector Langevin, however, who introduced the amendment to the Act had not the same opinion of teachers, or of teachers' examinations, as Mr. Ross, and would make no such concession to them. It is to be hoped that Mr. Ross, who has during the session, taken a very active part in the business of the House and shown himself to be a man of broad and liberal views and able to deal in a comprehensive and statesmanlike manner with the questions of the day, will soon be in a position whereby he can give effect to his views. The following are his remarks taken from *Hansard*:—

"I think that other professions, whose examinations are higher than those of the Civil Service, might be well placed on the same footing. For instance, take the teaching profession. No person can hold a provincial certificate in any of the Provinces without passing a more rigid examination than is required from Civil Service candidates, and would it not be an act of courtesy to this profession to also acknowledge their status. The examinations for almost any, even the lowest grade, are higher than those of the Civil Service; and as concerns the other grades, they are infinitely higher. The examinations by this means would be relieved of a great deal of labor, and I and any person acquainted with this profession would be able to guarantee that those holding certificates in this way, having passed those examinations, would be, from an educational standpoint at least, much better qualified than any person who is barely able to pass the Civil Service examination. When I make this suggestion, the hon. gentleman will understand that I am speaking for in the neighborhood of 15,000 or 18,000 teachers in the Dominion of Canada. In Ontario we have 7,000, exclusive of high school teachers; in Quebec, 4,000 or 5,000; in Nova Scotia and New Brunswick, over 3,000, making 15,000, while the remainder belong to Prince Edward Island and British Columbia. It would be a mark of honor, shall I say—conferred upon this profession to allow these certificates to go rank; and this would be nothing more than what is similarly recognized in Ontario, where a person holding a certain grade of certificate is admitted without examination into certain professions. An intermediate certificate from the high school is equivalent to passing the matriculation examination in medicine, and the College of Dental Surgeons make a similar recognition. I make the same request with regard to the Civil Service; and I can safely make it, because these certificates guarantee much higher qualifications from an educational standpoint than those which are necessary to pass the Civil Service examinations."

THE CENTENNIAL.

We hope that the feeling of disappointment in respect to the Centennial which the *Globe* says is prevalent in St. John will not be realized. We think with the *Globe* that more should have been done to make the public display illustrative as far as was practicable of the first century's progress of the city. The *Globe* has the following:—

"The prevailing feeling in the city in regard to the Centennial is one of disappointment. There was a general desire to have a celebration of the hundredth anniversary of the city of a marked, distinctive, and, if possible, unique character. Any number of citizens could be found willing to serve on committees, or to aid in any way in which their services could be given them. But no opportunity has been given them. The public display made should be one illustrative of one hundred years of progress, and should be a kind of stimulus to civic pride. To such a display a Polytechnic parade and the Firemen's march out would be interesting adjuncts. There is nothing of themselves in connection with the day; but, no doubt, they will be very interesting and will give much satisfaction. So far as arranged there is to be a morning salute, a procession of Polytechnics, a service at Trinity Church at nine o'clock, a. m., a Firemen's Parade (followed by sports on the Barrack Green), the civic gathering—the parade not yet determined upon—with an address by Mr. Lawrence, music, and an oration by Judge Wedderburn. In the evening a general illumination and a fine display of fire works. No doubt there will be many visitors to the city and there will be abundance of hospitality, both public and private. On the evening of the 17th the watch night services at the Centenary Church will be unique. These are to consist of brief addresses by it is hoped, Chief Justice Allen, and Judges Palmer and King, and by Rev. Mr. Currie, an oration by Mr. Lawrence, the reading of a historical sketch, by Mr. Hanney, with music and invocation; and at 12 o'clock, as the firing of guns usher in the first day of the city's new year, the meeting will disperse."

The Fisheries Exhibition in London which was opened by the Prince of Wales is exciting immense attention and proving a grand success.

Hon. T. W. Anglin and family left St. John on Friday evening for Toronto. Mr. Anglin is to assume the editorship of the *Toronto Tribune*. Previous to his departure he was presented with an address from the Catholics of St. John expressive of their appreciation of his worth and abilities and on the following evening he was entertained to a dinner by the Liberal party. Mr. Anglin will be much missed. He has been for thirty years a great power in this Province, and his place will not be easily supplied. We hope to see him again occupy a seat in Parliament and make again his influence felt in the councils of his country.

DOMINION PARLIAMENT.

OTTAWA, May 9.—Sir Charles Tupper, today, introduced a bill to amend the Consolidated Railway Act, and declaring that the power to legislate on all matters respecting all the principal railway lines of the country belongs exclusively to the Federal Parliament.

Sir John Macdonald has given notice of a resolution declaring that it is expedient to bring in a bill to regulate all granting of shop, saloon, hotel, vessel and wholesale licenses for the sale of intoxicating liquors in the several Provinces of the Dominion.

The remainder of the sitting was spent in passing the estimates of the Interior, Dominion Lands and Indian services.

Mr. Mousset, Premier of Quebec, was banqueted here, to-night, by the Conservative members of the House of Commons.

On the item of \$30,000 for geological survey, Mr. Robertson (Shelburne) reminded the Premier that several years ago he had urged upon that gentleman the importance of having a thorough geological survey of the western counties. He (Robertson) was promised at that time that the matter should receive attention. From the map laid upon the table of the Dominion, he found that all of Cape Breton had been surveyed and that the surveys for 1881-82, were to be conducted in eastern and Middle Nova Scotia. The coal mining districts of Cumberland and Pictou have been thoroughly reported upon by competent men. Many of the gold mining districts of Hants County, Halifax and Kings counties have also been surveyed by officers of the Local Government, while all the western section of the Province, yet remains unsurveyed. He hoped that Sir John would remember his promise and believed that a complete survey of that section of the Province would help to develop hidden mineral wealth of great value.

OTTAWA, May 10.—The Government have introduced a bill into the Senate extending the Dominion laws respecting the maturing and protesting of bills of exchange and promissory notes to the Island of Edward Island, and fixing a fee of fifty cents for protest and twenty-five cents for each notice.

The Government have adopted an amendment to the Militia bill providing, as under the former act, that militiamen in uniform shall, be at all times amenable to military discipline under the Queen's regulations.

Hon. W. H. Sullivan, Premier of Prince Edward Island, has arrived here to press the claims of his Province to an increase of salaries to judges, which is as follows:—New Judge of Appeals, Ontario, \$5,000. If the Chief Justice of the Queen's Bench, the Chief Justice or Chief Justice of the Common Pleas are appointed to the Court of Appeal of Ontario, they shall continue to receive the same salaries as at present.

In Quebec the Chief Justice will have \$6,000, eleven puisnes \$3,000 each, three puisnes judges \$4,000 each, and two puisnes judges \$3,500 each. The County Court Judge for the eastern district of Manitoba will receive \$2,000 for the first three years and \$2,500 afterwards.

The whole sitting of the House of Commons today was spent in concurrence of the estimates.

OTTAWA, May 11.—The resolution proposing to grant \$500,000 to the St. John Bridge and Extension Company was again passed today by Sir Leonard Tilley being apparently anxious to postpone the matter until Messrs. Burpee and Weldon are absent.

The supplementary estimates for 1882-83 were discussed today. The proposal to pay Joseph Whitehead \$86,200, alleged difference between the cost of work and contract prices on section 15, C. P. R., caused a lengthy discussion. Sir Charles Tupper said Mr. Whitehead had failed to fulfill his contract, which had been completed by the Government. The vote asked was to pay to Mr. Whitehead the amount of profits he would have obtained had he completed the contract himself.

Messrs. Blake, Casey, Casgrain and Ross protested against such a proposal as monstrous. The Government had completed Mr. Whitehead's contract and now proposed to hand over to him \$86,200, the amount of profits which somebody else had pocketed had he completed the work himself. Such a principle should never be admitted.

Sir Charles Tupper said the proposal vote was to go to the men who had advanced money to Whitehead to enable him to prosecute the work.

Mr. Casey asked who the creditors were and intimated that the money would probably go to some contract brokers.

The Government supporters endeavored to prevent discussion of the matter by making unseemly noises. The item passed, but will doubtless be re-ventilated on concurrence.

The sum of \$74,000 for Halifax extension and \$37,150 increased railway accommodation at St. John were voted.

On the item to refund H. J. Ketchum \$1,637, amount of refund for overcharge for conveyance of rails over the Intercolonial Railway in 1867-7, Sir Charles Tupper said this was an old claim which had been referred to Mr. Shanly for adjustment.

Mr. Blake protested against rushing those old and fishy looking claims through committee without explanation.

Mr. Weldon said if Mr. Ketchum had any claim it was against the Government of New Brunswick and not against the Dominion Government. Mr. Ketchum was a sub-contractor and he questioned whether he could have any such claim as that presented.

Mr. Blake announced that he would oppose the grant on concurrence.

Sir Charles Tupper said the amount could be charged, if necessary, to the New Brunswick Government.

Mr. Weldon protested against foisting a bogus claim upon the New Brunswick Government in this way.

On the item of \$10,255 for land claims on the Intercolonial Railway, Mr. Mitchell said he hoped the claims of some of his constituents for land, etc., were included in this vote.

A number of grants in payment of fishy looking claims (one being forty years old) were passed, Mr. Blake demanding full explanations on concurrence.

Sir Charles Tupper seems anxious to put through all claims of his friends before leaving the ministry.

It has been settled that Parliament is to be prorogued, if possible, on Saturday next.

TELEGRAPHIC.

ENGLAND.
LONDON, May 10.—At the Euston railway station testified that Wilson and Gallagher deposited a valise there, and told him to keep it cool. Wilson called for the valise.

A clerk in the Post Office testified at the dynamite conspirators hearing that money orders had passed between Dr. Thomas Gallagher and Bernard Gallagher and also between Dr. Gallagher and Curtis. A steward of the steamer *Parthia* identified Dr. Gallagher as the man who had sailed from New York on the *Parthia* on March 10th. Another steward of the *Parthia* identified Ansburgh who he said, accompanied Dr. Gallagher. A steward of the steamer *Germania* identified Bernard Gallagher, who he said, sailed from Liverpool for New York on March 14. A steward of the steamer *Spain* swore that the informer Lynch (Norman) sailed from New York on the *Spain* on March 10th. Mr. Majendic, public analyst, of Birmingham, Chief Inspector of explosives, gave testimony concerning nitro-glycerine found in Whitehead's factory. Whitehead then cross-examined Mr. Majendic. He displayed much intelligence in putting his questions. The witness declined to state that he understood the manufacture of all explosives.

After the examination of various witnesses to prove the identity of the prisoners and the finding of nitro-glycerine in the premises occupied by Whitehead, the hearing adjourned until to-morrow.

Irish Affairs.

DUBLIN, May 10.—A verdict of guilty was rendered against Mullett, tried for complicity on the life of Jure Field. He was sentenced to penal servitude.

AMERICAN.
SAN FRANCISCO, May 9.—The three mile sailing match was easily won yesterday by Peterson, the California champion, defeating McHenry, from the east; water rather rough; time 22:25.

NEW YORK, May 10.—Lightning struck a tank of oil in the yard of the Standard Oil Works at Cavan Point, Jersey City, at 2:30 o'clock this morning. The tank exploded, and was followed by the explosion and burning of seven large storerooms. The dock, several tank boats and 100 feet of trestle work leading to Black Tom's Island were also destroyed. Tank No. 7, filled with naphtha—probably 20,000 or 30,000 barrels—exploded with terrific force. The fire is now eating its way across the track of the New Jersey Central toward ten large tanks said to hold 120,000 barrels, three of which are filled with naphtha. Small farmers to the north of the yard, assisted by firemen, are moving their household goods. The fire is raging with fearful force. The company had, besides the oil contained in tanks, about 250,000 barrels of refined oil in storehouse, all of which is destroyed. The loss will reach half a million dollars.

The burning works extend, with those of the Eagle refinery, about three quarters of a mile inland.

The buildings that have been destroyed were situated in the midst of tanks.

The building burned complete an engine house, carpenter shop, machine shop, boiler and pump room, two warehouses, cooper shop and blacksmith shops.

Six men lost their lives; the bodies have not been recovered.

Foreign.

HAVANA, May 10.—Advices from Hayti are extremely conflicting. Some report that the cause of the rebels is progressing favorably; others state that the rebel force at Miragoane is on the point of surrendering.

White Lead GLASS

Just Received Per S. S. "Helfvetia?"

One Car Load of Goods

CONTAINING:
115 BOXES GLASS,
2 TONS BRANDHAM'S WHITE LEAD,
5-ASKS PAINT OIL,
20 SETS TIRE STEEL,
1 CASK PUTTY, &c., &c.

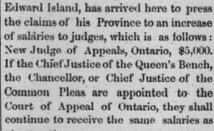
Z. R. EVERETT.

Fredericton, April 11th, 1883.
SHEEP SHEARS, &c.
JUST RECEIVED—20 doz. Sheep Shears, 20 doz. Machine Forks. For sale low.
JAMES S. NEILL,
Fredericton, April 11.

Boy Wanted

WANTED, a Boy about 15 years of age to learn the printing business. Apply at this office.
Fredericton, April 11.

'83. CARTER'S SEEDS. '83.



CARTER! CARTER!

DIRECT FROM LONDON:—
Choice, Fresh, Reliable Garden Seeds!
FIELD SEEDS, FLOWER SEEDS,
GRASS SEED, CLOVER SEED;
The Best—As Low as the Lowest.
Our 1883 stock of Seeds is warranted equal in any way to any stock of Seeds offered at home or abroad.
Call and inspect. Wholesale and Retail.

DAVIS, STAPLES & CO.,

Fredericton, N. B.
April 18.

DEVER BROTHERS

SPRING IMPORTATIONS

NEW DRESS GOODS

NEW CLOTHS

New Carpets

New Lace Curtains

AND LAMBERQUINS.

NEW PRINTS

SATEENS.

And Gingham.

NEW LACE TIES,

COLLARS,

And Fancy Handkerchiefs

NOVELTIES

"FARMER"

The New Foundry

O'Toole & McCaffrey

WEST END, Opposite Orange Hall,

Fredericton, Feb. 3, 1883.

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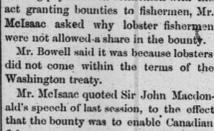
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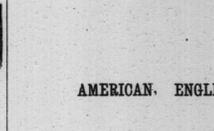
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