

Carleton Sentinel Supplement, April 27, 1889.

DOMINION PARLIAMENT.

OTTAWA, April 17.—Replying to Mr. Barron, Sir John Thompson said it was not the intention of the government to bear the cost of a suit to test the constitutionality of the Jesuits' estates bill, as they had decided the bill was constitutional.

Hon. Mr. Foster, in answer to Sir Richard Cartwright, said no information had been asked for from financial agents in London as to the names of purchasers of three per cent. bonds.

On motion to read the customs act amendment bill the third time, Hon. Mr. Bowell announced, amid opposition cheers, that he had decided to expunge the clause authorizing the imposition of duties upon inland freight charges on British goods.

The bill was amended in committee and passed.

On motion to go into supply, Mr. Fisher moved an amendment censuring the government for permitting an issue of liquor licenses in the Northwest Territories, in violation of the prohibitory liquor law which is still in force in the territories.

Sir John Thompson denied that the minister of the interior had special control over Rocky Mountain Park, and argued that the government were not responsible for the issue of licenses there.

Hon. Mr. Laurier pointed out the necessity of maintaining prohibition in the Northwest for the purpose of keeping liquor from the Indians and preserving the peace. The Tories claimed credit for enacting a prohibitory law but they were now legalizing the liquor traffic.

After speeches by Messrs. Mitchell, Davin, Sir Donald Smith, Davies, Kirk, Taylor, Freeman, Armstrong, Dewdney, Bain, Jamieson and Sproule, the house divided on Mr. Fisher's amendment, which was rejected by 100 to 63. Mr. Jamieson (Conservative) voted with the opposition.

After the amendment was voted down, Hon. Mr. Mills pointed out that Hon. Mr. Foster, who had made the motion to go into supply, was not in the house.

Sir John said his finance minister was ill. The house then went into supply and passed some militia estimates.

Sir John Macdonald gave notice of a series of resolutions granting subsidies to railways. Among the roads subsidized are:—

Railway from Truro, N. S., to Newport, 49 miles—\$156,800.

Railway from the head of Grand Lake, New Brunswick, to Intercolonial—\$3,200 per mile, or \$128,000 altogether.

Albert Southern railway—\$31,771.

Baie de Chaleur railway—Balance unpaid, \$244,500.

Railway from Cornwall to Perth, Ontario, \$262,400.

Ottawa & Gatineau Valley railway—\$320,000.

Cape Rouge and St. Lawrence railway, Quebec—\$38,400.

Parry Sound, Ont., railway—\$128,000.

St. Andrews, P. Q., and Lacbute railway—\$22,400.

Iroquois, Bancroft & Ottawa railway—\$145,000.

Northern & Pacific Junction railway—\$35,000.

It is stipulated that these subsidies are to lapse unless work on the roads subsidized shall be commenced within two years and completed within reasonable time to be fixed by order in council.

OTTAWA, April 18.—Hon. Mr. Bowell informed the house that the total amount of exports, the produce of Canada, for nine months up to 1st of April, 1889, was \$59,780,391; for the same period in 1888 the figures were \$59,308,785. This is exclusive of British Columbia.

A resolution was adopted authorizing the government to change the rates and dues chargeable under the culter's act, to make a reduction in the number of culters, and to provide that culling and measuring under the culter's act shall be compulsory only in respect of square and waney timber.

Hon. Mr. Foster moved the resolutions granting subsidies for steamship lines on the Atlantic and Pacific oceans. He said that arrangements for service between the Pacific coast and Australian colonies and China and Japan had been concluded with the Andersons of London. The contract for the Atlantic service had not yet been made and the government were still negotiating. They wanted the resolutions adopted so that they might be able to conclude arrangements after parliament was prorogued for that service. Tenders had been received from four companies offering to provide a steamship service of increased speed, and the tender of the Andersons of London was about the same amount as that of the Allan company, viz., £104,000 sterling. He went into statistics to show that the passenger and freight traffic was being diverted from Canadian ports and the government had determined to secure an improved service. Under the new contract the subsidized steamships will not have the privilege of going to a United States port.

It was also to be stipulated that connection should be made with a port in France. He did not think it was in the public interest to give particulars of negotiations until the contract was signed. In answer to a question put by Hon. Mr. Jones, he said that communication with France was to be direct. The whole expense of improved service would be about \$500,000 a year in excess of the present cost of ocean mail service.

Hon. Mr. Laurier objected to passing the resolution until the house was placed in possession of full information as to the nature of the tenders received by the government for ocean mail service. The representatives of the people were entitled to know what offers had been made to the government, why the tenders sent in had not been accepted.

Mr. Gilmor asked if the United States government subsidized steamers between San Francisco and Australia.

Sir John Macdonald said they did not, but argued that the subsidy would enable Canadian manufacturers to send their goods to Australia.

After a lengthy discussion the resolution was passed through committee.

On a resolution respecting a subsidy to steamships plying between Canada and Great Britain, Hon. Mr. Laurier moved an amendment calling upon the government for full information as to the tenders received for service and the conditions of the proposed contract. The amendment was defeated.

Hon. Mr. Foster, in answer to inquiries, stated that each mail steamer would touch at a port in France on each trip. The port in France would be the terminus of the route and ports in England would be touched at going and coming.

Mr. Welch objected to subsidizing steamships to carry freight and thus handicap vessels already in the business.

Sir Richard Cartwright protested against the government withholding information from the house as to what ports the subsidized steamships were to touch at.

At midnight the debate was adjourned.

OTTAWA, April 20.—Sir John Thompson moved that the Weldon extradition bill be placed upon the government orders.

Hon. Mr. Mills said he had introduced a similar bill in 1872, but the imperial government objected to it on the ground that persons seeking an asylum in Canada must be dealt with by treaty.

Sir John Macdonald said the bill would not go into effect until the British government was consulted regarding it. The motion passed.

In moving the second reading of the copyright bill Sir John Thompson admitted that the measure conflicted with the Imperial statutes dealing with the subject, but claimed Canada had power to pass such legislation, and if she had not such powers they should be obtained as soon as soon as possible. The bill was passed through committee after amendments had been inserted providing that the amendments should not be retro-active; that licenses to reprint foreign works shall be granted to all applicants, and that the act shall not go into force until the imperial authorities were consulted.

The house went again into committee on the ocean mail resolutions. Mr. Weldon spoke at length on the advantages of St. John as a winter port of Canada.

Mr. Skinner spoke of the injury that had been done to St. John, through the location of the Intercolonial along the North Shore. He concurred in Mr. Weldon's statements with respect to the natural advantages of St. John and claimed that passengers bound to Europe from western Canada would prefer to take the steamer at St. John rather than take a long railway trip to Halifax.

Messrs. Weldon and Skinner argued that St. John should be made the winter port of Canada, as its position and advantages were superior to those of Halifax.

Mr. Gilmor advocated the claims of St. Andrews as the winter port. He believed suitable steamship service could be obtained for one-fourth of the subsidy that the government proposes to grant.

Mr. Ellis objected to granting such an immense sum of money for steamship subsidies upon the meagre information before the house. Nothing was known as to what ports were to be called at, either in Europe or Canada. He thought it would be preferable to subsidize freight steamers with a view of securing low freight rates rather than to spend \$500,000 a year upon fast passenger steamers for the benefit only of a few rich people.

Sir John Macdonald gave notice of the following resolution:—

"That it is expedient that a railway should be constructed as a government work between a point of junction on the New Brunswick railway, at or near Harvey, and a point of junction with the Intercolonial railway at or Salisbury, in the Province of New Brunswick, or somewhere between Salisbury and Moncton, and that the sum of \$500,000 be granted towards the construction of said railway."

The Grand Trunk and Temiscouata railway companies are demanding that they shall have the same running powers over the pro-

posed railway from Harvey to Moncton and over the Intercolonial as are granted to the Canadian Pacific company, and say that Sir John has promised to grant their request. The directors of the Canadian Pacific company intimate that unless they are given exclusive use of the Harvey to Moncton road they will not send any traffic over it.

Conclusion.

To the Editors of the Carleton Sentinel:

Observing the contempt with which my requirements of reason are regarded by A. H. Stead in his ambiguous valedictory, I may offer a few thoughts which may be to the point. First of all Stead's late writings have led me to the conclusion that, according to Drayton, he is in possession of a double portion of "That fine madness which rightly should possess a poet's brain." I call the public's attention to his lack of intellect on the ground of the following reasons, which I distinctly specify as follows: 1st. That he professes to be defending the climate of N. B. against "Benn," and in his last letter he thanks "Non Resident" for thanking him (Stead) for defending "Benn's attack." How "Non Resident's" letter can be kind, honest, gentlemanly, patriotic, we are all left to determine. 2nd. That he at last claims that our climate has killed, notwithstanding his pleadings to the contrary. 3rd. That he would be glad to have his "horrid names" suit, without going to the trouble of proof. 4th. That although he is aware that a greater ratio of Norway's land is south of the fortieth degree mean temperature line than N. B., and yet he will never think so. 5th. That he wrote ten verses of "To our weather's describer," and woke up in the eleventh to know he was writing. 6th. That he in the same verses calls himself a "yellow dog." 7th. That he seems to think Boreas is his servant. 8th. That after excluding the fair sex from his jury, he hopes to gain favor from them by thanking a little unknown lady of Debec. I might go on and give a host of examples but any unbiased mind can only come to my ultimate conclusion—that A. H. Stead's late writings speak insanity louder than proof.

Yours, with thanks,

RESIDENT NEW BRUNSWICKER

NEW YORK LETTER.

DEAR SENTINEL.—The centennial is upon us; already many strange faces are to be seen on our streets. The hotel, cafe and restaurant proprietors are happy—in ecstasies is the word—over the prospect of the rich harvest they are about to reap. Rooms that in ordinary times let for \$24 per week, board included, to-day are taken at \$150, \$200, \$250, along Broadway and Fifth Ave. it is \$250, \$300 to \$400—all engaged. The Hoffman House and the Hotel Brunswick—swell houses—front rooms \$100 per day. Our city contains about 1,700,000 souls; in ten days from date, there will be 2,000,000 of outsiders, only think of it, jammed on to a narrow point of land, 28,000 acres—how many "akers" will there be on May 2nd? Aching feet, aching heads, aching hearts, aching and empty pockets? Those are hard questions to answer. To give you an idea of what the hotels expect, one of the most staid and conservative took in, on the 20th, twelve casks of whiskey. 60 gallons each, for the "accommodation of its guests." This hotel will have four State Governors, with their staffs, besides its regular patrons. The proprietor of the Metropolitan says he can sleep 3,000, feed 5,000; he has two hotels at Saratoga to fall back on for help, bedding, dishes, etc. The "sharps" have secured all the places to be had along the line of the Great Parade, paying enormous prices \$25, \$40 and \$50 per window, and issuing tickets at \$10, \$15, \$20 per chair, seven to ten chairs to each window, and tickets not transferable. Many of the large stores on Broadway have had handsome offers for their plate glass show windows. Johnson Bros., corner Broadway and 22d street, were offered \$5,000 for their ten immense show windows, the offer was declined. Denning & Co., McCreary, Daniels & Sons, Arnold, Constable & Co., and the Sloans, pull down their blue shades on the days of the Parade; they say to allow one customer and not another would make it unpleasant, so they shut their stores as far as seeing goes. There will be about 70,000 military, among them some crack regiments, the Charleston Grays, the Va. Rifle Corps, the Baltimore Fifth, the Mass. Fifth, Boston Cadets, Vermont Rifles and the New York "Seventh." At least thirty governors and their staffs; gold lace will be plenty. New York State will show 30,000 troops; the other States making up the complement.

The Industrial parade will equal the Military; the German element will make a grand display.

On Friday 20th we had a regular centennial blaze; about eight acres of iron, brick and mortar, all "absolutely fire proof," was licked up by that best of servants, but worst of masters. The N. Y. C. R. R. Co. lost two of the finest elevators in America. The Wilcox Lard Refining Co. lost their entire build-

ing, one block, and 80,000 people viewed the exhibition free of charge, while \$5,000,000 melted away. On the same afternoon \$2,000,000 worth of steel floated down the East River, the largest inland steamer in the world, the "Puritan," 440 feet long, 90 feet wide; she has 8 boilers, and is to make from 22 to 24 miles per hour. Among your readers I know you have many baseball admirers, so I just tell you that the Great Polo Ground is saved from the fell destroyer, street commissioners. The Giants went to Albany, and played a "game" with the State Legislature, the stake was the polo ground, the Giants won, a bill went through stopping the Street Commissioners from cutting 111th through from Fifth to Sixth Ave. Who can say after this that base ball has no influence?

There is a rumor afloat that Boulanger is coming to America. Well, let him come; the city that honored Napoleon Third, also Louis Kossuth, can take care of him. The little old house that Napoleon occupied still stands in Mullberry street, and I guess it could be got after the centennial.

FABER.

New York, April 22nd, 1889.

Debec Items.

April 22nd, 1889.

In last items, Sabbath 9 p. m., was given as the date of the destruction of Mr. Ivey's mill. Correction: Saturday, 9 o'clock, p. m.

Your correspondent had a very pleasant visit to Benton not long ago. This prosperous little village takes the lead in a few particulars: it has at present 4 well filled stores, extensive mills, and a tannery doing a vast business. Farmer H. of that place gave me some figures which may be of interest to others; he informed me that his oats last season weighed, on an average, 36 lbs. to the bus.; from 7½ bus. of wheat, he had 140 of a very superior quality.

Mrs. Chas. Blackie has been of late visiting her folks and many friends in this vicinity.

Your correspondent was much pleased with his late visit to the "Ricker Classical Institute" Houlton, Me. In fact, few are aware but those who have visited Wording Hall, that such an excellent institution of learning is so near their door. This new, beautiful brick and freestone structure, contains twenty rooms furnished with the most modern appliances. The aim of the school is to fit young men and women for college, and give others a thorough training in English and scientific branches. The courses of study are as follows:—A college course of 3 years, and an English and Scientific course of 3 years, and an Academic course of 4 years; also a Preparatory course of 1 year. Mrs. C. L. Wording's donation of \$30,000, in July 1886, towards the erection of this institution, furnished a most worthy example for some of Carleton County's most wealthy men to follow.

The Methodist W. M. Society gave a most interesting entertainment at the Corner last Sunday night. The evergreen arches and floral decorations, which lent a charm of brightness to the building, spoke louder than words the enthusiasm of the members. The musical part of the programme, under the supervision of Mr. John T. Flemming, it is needless to say, was a crowning success. The President's closing remarks were very touching; as it would likely be the last conducted by her in this place, she expressed in well chosen words her hearty thanks to all who aided her in any way in carrying out the purpose of the society. She also hoped that it would long progress in the noble work, which had been her lot for a short period to promote by her most earnest efforts. Over \$12 was the amount of the collection.

Where that Steady, bright, little lady of Debec resides? is a question which puzzles the most adroit detectives. To think that in the latter part of this enlightened age any sane person could corroborate that rambling, meddling, raving "Stead," who would make us all believe that,—weather is the same as country, and country the same as land, and land the same as sea, and sea the same as infinite. After the manner he quibbled and evaded the points in question in his late discussion and threw out his rude and vulgar personalities, can any one wonder that he would gladly wish for even a "little lady" to step in and finish his unfinished business.

Tobique River Items.

April 22nd, 1889.

STREAM-DRIVING.—Many parties commenced stream-driving last week. The water in most of the streams is now at good driving pitch.

SABBATH SCHOOL.—Arthur's Sabbath School was reorganized yesterday. Supt., Geo. A. Camber; Teachers, Miss Annie Grant, Miss Annie Witherly, Mrs. Thomas Witherly, Mrs. J. W. Campbell and Chas. Giberson.

MILL.—Work on the new mill is being pushed rapidly. The machinery is expected to be in running order by July 1st.

GOLD.—In a recent issue, your Andover correspondent refers to the "Giberson gold" as a myth. Mr. J. D. Giberson, however, is in possession of a piece of the original find, and it is rather material for a "myth." It is also said that Mr. E. Hutchinson of Andover, is the possessor of a small piece of the first (and only, as yet) find. Mr. G. W. Grant has also a piece of quartz, quarried on the Odell, showing gold to the naked eye. The Victoria Mining Association would, perhaps, do well to try their luck on this vein.

Handsome Braid Setts, both in Silk and Jet—very handsome—lowest prices, at R. B. Bel-yea & Co.'s.