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Editor.

DAILY HERALD.

WEDNESDAY, JULY 5, 1905.

AN EXPENSIVE CLERK.

The accusation has been made that the present city clerk is largely in the control of the city and some things that have occurred during the past three months certainly give color to the charge.

Mr. McCready may be an efficient officer, but he is an expensive one. After accepting the position at the same salary as paid the former clerk, he had sufficient grip on the present council to secure an increase of \$100, while the petition of the policemen for better pay was rejected. Now the clerk has secured a vote from the council for an extra \$103 for work which properly comes within his sphere for the regular salary he receives.

This account for extras covers the clerk's labors in forwarding the civic bills at the last session of the legislature. Mr. McCready charged \$5 and \$7.50 for half-days before the legislative committees. While drawing his regular salary as city clerk he charged for drafting the bills, engraving, etc.; one of them cost \$17.40, the clerk even putting down \$1 for proof reading and \$1.25 for making a copy for the printer.

One of the most extraordinary charges in the account is \$7.50 for attending a meeting of the fire committee half a day on bills.

The whole account indeed, is extraordinary and unwarranted, and should have been promptly pitched out by the council, but it appears the city clerk has a very strong grip on the aldermen, indeed he is said to practically control that body, and can dictate his own terms.

What the taxpayers think about it, however, is another thing, and they are not slow in denouncing the council's surrender to their paid official.

But the clerk's extras are just beginning. A tax commission, of which he is to be secretary, according to the bill drawn by himself, will be getting to work some months hence, and then look out for another healthy account from Mr. McCready.

The local government has decided to grant the usual subsidy of \$2,500 per mile for the extension of the York and Carleton railway from Stanley, the road owned and controlled by Dr. Moore, whose efforts to secure the concession were ably backed up by the York county members of the legislature. The extension will be five miles long and will run through valuable timber lands.

The parliamentary supplementary estimates include \$1,000 for improvements in the Fredericton post office and \$700,000 for dredging at St. John.

Pearls Found in Cocoanuts.

"Pearls are not found in oysters alone. Sometimes," said a lapidary, "they are found in cocoanuts. I once cut a coconut pearl. It was the size of a pea, and its quality was good. It resembled an oyster pearl, only it was a little duller. Coconut pearls are found in the heart of the nut. It is thought that they are formed by the hardening of the nut's flesh. They are, so to speak, a kind of crystallized tumor or wart. These pearls are rare. They are rarer than oyster pearls. They are also cheaper than oyster pearls, being less hard and less transparent."

The Bells of Davos.

The first thing that strikes the stranger in Davos, Switzerland, and strikes him unpleasantly is the bells. Not only does every cow, goat and sheep wear its bell, but when they are all shut up for the winter and we hope for a little rest then comes the infernal, eternal din from every cart, carriage, sleigh, omnibus and all other kinds of vehicle which ply for hire or otherwise. No doubt they become a necessity on the silent highways as winter progresses, but that does not render them one bit more palatable.

Irrigation Is Ancient.

The practice of irrigation is very ancient, water having been stored and distributed in this way in Egypt as early as 2000 B. C. Persia, India, Ceylon, China, as well as Peru and Mexico, also had irrigation works ages ago. Even in Arizona remains of ancient irrigation works can be found, which suggest that that section of the desert may have been compelled by men to "blossom as the rose" many hundreds of years ago.

May Change Her Mind.

Little Ethel (laying down a book)—Do princes always dress in silk and velvet and wear a cap with a white feather and ride a sweet little white pony? Mother—Not now, my pet. They dress just like other boys. Little Ethel (sadly)—Then I don't think I'll ever marry.

COUNTY COUNCIL

(Continued from sixth page.)

Coun. Grosvenor moved, seconded by Coun. Brooks, that a committee of three be appointed to prepare a report on the matter.

The motion was adopted, and the warden appointed as the committee. Couns. Grosvenor, McNally and Cliff. On motion of Coun. Cliff, Frank Cliff was appointed parish clerk of Kingsclear, in place of Harpes Gallop, who has left the province.

On motion of Coun. Frooke, James S. Stairs was appointed pound keeper for Southampton, in place of Ernest Anderson, who has left the province.

On motion of Coun. Grosvenor, the printing committee was authorized to pay the secretary treasurer the sum of \$200 for his services in connection with the revision of the county blue book, when the same is completed.

On motion of Coun. Brooks, the work would be completed in a short time.

Coun. Hinchey moved, seconded by Coun. McManiman, that the council adjourn until ten o'clock Wednesday morning.

Coun. Haining said that it was nothing but a piece of nonsense. The council could easily get through with the business in one day.

The council divided eleven to eleven on Coun. Hinchey's motion, which was lost by the warden casting vote.

Coun. Brooks thought some arrangement should be made to pay the assessors before the January session of the council.

Coun. Hinchey addressed the board at some length on the subject, speaking with his usual fire and eloquence. He wound up by moving that the assessors be paid by the treasurer on the order of the councillors for the parish.

The warden repeated the motion in a manner which elicited from Coun. Hinchey the observation, "That's right, John. It's a good, fair resolution."

The resolution was discussed by Couns. Pond, Forbes, the warden and Coun. McManiman, and was finally adopted.

On motion of Coun. Cliff it was resolved that \$100 be paid to the assessors of Kingsclear for taking the valuation.

THE G. T. PACIFIC.
Coun. Cliff moved, seconded by Coun. Grosvenor, the following resolution:

"Whereas, it is of the utmost importance to the city of Fredericton and the county of York, that the Grand Trunk Pacific Railway, the preliminary surveys for which are now being carried on with a view of having the best route chosen through the province should come by the valley of the St. John; and whereas, it appears from the best information now obtainable that the route by the valley of the St. John river, is very little longer than that through the centre of the province; and

Whereas, the boards of trade of Fredericton and Woodstock, the city councils of each of the said cities, and the county council of Carleton County have appointed committees to act together with a view of urging upon the Dominion government the advantages of the St. John river route for such line of railway, and the great advantage of railway and the great advantage its construction by the valley of the St. John will be to the people thereof; and the province generally; and

Whereas the people of this county whose interests we are here to protect, are vitally interested in this question;

Therefore Resolved, that a committee of three of whom the warden shall be one, be appointed to act with the committee of the above mentioned bodies, with a view of bringing every possible influence to bear upon the government at Ottawa in favor of the St. John Valley Route."

Coun. McMullin was unable to see what great benefit the resolution was going to do. To make it effective he thought a delegation should be sent to Ottawa, but as this would mean expense he could not support it. He did not feel like supporting the resolution under the circumstances.

Coun. Hinchey was not in favor of the resolution. On the St. John valley they had one of the most beautiful rivers in the world and they already had a railway. Did the people of that section want the earth? The veteran councillor then dealt eloquently on the advantages of the central route and spoke of the splendor of lands which would be developed by the new line.

Coun. Forbes—We don't want to be burnt up.

Coun. Hinchey—You will get all the fire you want some day. (Laughter). Continuing, he said it would be to the advantage of the country to have the road built through the Miramichi country.

Coun. McManiman said if the resolution meant any expense on the part of the country he would oppose it. He had no objection to the road being built down the St. John valley.

Coun. McMullin thought the council should adjourn until Wednesday morning. The people paid their mileage and expected them to do the public business.

Councillor Hinchey—That's right, Archie.

Coun. McFarlane then addressed the council on the G. T. P. resolution. He said that the subject was a most important one, and deserved careful consideration. It was not true that the route across New Brunswick had been definitely decided, and he understood that Sir Wilfrid Laurier had promised that it would not be decided until after all parties had been heard. There was only seventeen miles difference between the rival routes, and the advantages were all with the St. John valley route. It was of the utmost importance that the council should assist in presenting the claims of the valley route to the government. On one occasion the county of York had expended \$30,000 to assist in building a rail-

way twenty-two miles in length, and it ought now to be willing to expend \$50 or \$100 to defray the expenses of a delegation to Ottawa if necessary. He was heartily in favor of the resolution, and would like to see it passed unanimously.

Coun. Brooks expressed himself as being strongly in favor of the resolution. It was true that the St. John residents had the river, but it was only navigable for one month of the year, which means that the people are isolated for eleven months. The people of the St. John valley want the railway, and anything that the council could do in the matter should be done.

Coun. Grosvenor also spoke briefly, and strongly presented the claims of the St. John valley. They had the pledge of the premier of Canada that the matter would not be decided until after the close of the present session. He was politically opposed to the premier, but it was believed that he was sincere in the matter. It was the government that would take the responsibility for locating the road, and it was the duty of the council to present the claim of the county of York. It was not a political matter, and while there was life there was hope. If the valley route was not chosen the people of this section would be treated no worse than they when the I. C. R. and Gibson branch was built. He would have great pleasure in voting for the resolution.

Warden Scott said that he had done his share in the part towards getting a railway for the St. John valley. He had spent some days trying to secure right of way for a company and had charged nothing for his services. He was strongly in favor of the valley route, and believed the council should do something in the matter. It was rather remarkable that the St. John valley, the oldest settled portion of the province, was really the backwoods of the province. If he thought that he could do any good by going to Ottawa he would go and pay his own expenses. It was not right for people who lived close to a railway to go against the interests of those who had no railway facilities.

Coun. McMullin said he did not wish to be understood as being opposed to having a railway built down the St. John valley. He was, however, opposed to the council going to any expense in regard to the matter. The council had spent \$30,000 to assist the Fredericton Branch Railway, and had to pay to travel on the road just like other people. He said that the people of York had sent a man to Ottawa who would vote for the valley route.

At six o'clock the debate was adjourned on motion of Coun. McManiman, and the council separated until ten o'clock Wednesday morning.

Upon the council reassembling half an hour later Coun. Grosvenor presented the report of the public accounts committee, and also the report of the board of health.

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Sealed tenders, addressed to the undersigned, and marked on the outside "Tender for station, McIntyre's Lake," will be received up to and including YUESDAY, the 11 day of July, 1905, for the construction of a Station Building and a Combined Freight and Baggage Building at McIntyre's Lake, N. S.

Plans and specifications may be seen at the Stations Master's office at McIntyre's Lake, N. S., and at the office of the Engineer of Maintenance, Moncton, N. B., where forms of tender may be obtained.

All the conditions of the specification must be complied with.

D. POTTINGER, General Manager.

Moncton, N. B.

June 23rd, 1905.

June 27, d10i.

SEALED TENDERS, addressed to the undersigned, and endorsed "Tender for Supplying Coal for the Dominion Buildings," will be received at this office until Tuesday, August 8, 1905, inclusively, for the supply of Coal for the Public Buildings throughout the Dominion.

Combined specification and form of tender can be obtained on application to this office.

Persons tendering are notified that tenders will not be considered unless made on the printed form supplied, and signed with their actual signatures.

Each tender must be accompanied by an accepted cheque on a chartered bank, made payable to the order of the Honourable the Minister of Public Works, equal to ten per cent. of the amount of the tender, which will be forfeited if the party tendering declines to enter into a contract when called upon to do so, or if he fails to complete the work contracted for. If the tender be not accepted the cheque will be returned.

The department does not bind itself to accept the lowest or any tender.

By order,

FRED GELINAS,

Department of Public Works,

Ottawa, June 26, 1905.

Newspapers inserting this advertisement without authority from the Department, will not be paid for it.

June 30, d31.

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