## Communicated.

FOR THE CARLETON SENTINEL.

MR. EDITOR,—In your last issue I noticed an account of a trial of Mowing Machines recently, on the Ketchum farm, below Woodstock. As I was present, and not coming precisely to the same conclusion in favor of the Buckeye that "Observer" seems to have done, and as the hay-making public seem quite interested, and I may say undecided, regarding the merits of the several Machines now in the market, I give them, if you so please, the benefit of my observations.

Observer says that "No one could decide the difference of any of the three machines until the Buckeye came on the ground."—There we differ—as I had myself made a decision, although I agree with him that they all worked well—and I was not the only one present who had done so. Without wishing to detract from the merits of that well known one the Buckeye, I am fully persuaded—and I am not the only one present of the same opinion—that the Woods, or Woodstock Machine, will do its work equally well, in some respects better, the opinion of an observer to the contrary notwithstanding; and my advice to intending purchasers is, to test the merits of the different machines themselves, and buy the one they like best, independent of any newspaper puffing.

ANOTHER INTERESTED OBSERVER.


**TERMS OF THE SENTINEL.**

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# The Carleton Sentinel.

SATURDAY, JULY 26, 1873.

☞ SENTINEL OFFICE, in Allan's Brick Building, up stairs


## THE TOPIC OF THE HOUR.

Last week we quoted the Boston *Advertiser's* complimentary allusions to the Dominion and its leading men; we did that as a pleasure. To-day we quote, as a painful duty, a statement which if it be false in its allegations against the Government, nevertheless discovers in its inception and reveals a degree of bold and audacious vileness on the part of some of our public men sufficient to startle those who have a just regard for the fair fame of our Dominion. If it should prove true, then is our moral and political fame tarnished indelibly, and corruption and dishonor made manifest, detestable and disheartening in the extreme. If it should prove true, those who blush in presence of the petty bribery and corruption that is used on ordinary occasions may hide their faces in abject shame, in view of leading members of a great government selling principle and the interests of their country for money wherewith to maintain political existence.

We imagined we had formed a fair estimate of the Government; we supposed them to be, not above reproach, but in their individual and corporate character honest as politicians are and sufficiently patriotic, at all events, to preserve the honor and credit and good name of the people and the country. That Government is to-day accused of an act that if proved against them stamps them with ignominy and their country with the brand of shame.

We will not prejudge the matter; the statements are *exparte* and, though the documentary evidence seems so precise, are so enormous that the most inveterate hater of the Government who loves his country must hope that the whole story will be proved a gigantic fraud and fabrication. The grounds for such a hope are the assertion in some of the papers that this man McMullen is an unscrupulous adventurer, embittered against the Government and seeking a base revenge.—The sworn statement of Sir Hugh Allan, which to our understanding did not implicate the Government. Can Sir Hugh Allan have so recklessly perjured himself? The absolute denial of Sir Francis Hincks, who in a letter to the *Mail*, says:

"I solemnly declare that I never asked "and never obtained, either by loan or gift, "any sum of money from Sir Hugh Allan or "from any other person in his behalf, or from "any other person in connection with the "Pacific Railway. I did on one occasion "casually say to Sir Hugh Allan that if he "happened to know of any employment for "my youngest son, I would be glad if he "would bear him in mind." Sir Hugh replied that when the Pacific Compaay was formed he would have no difficulty in finding him employment. In conclusion Sir Francis Hincks says: "I desire to state that the Ca-"nadian Government was never in any way "a party to any arrangement between Sir "Hugh Allan and his American associates."

The statement of Mr. Tilley and Dr. Tupper, who, says the *Telegraph*, "express their conviction that such explanations will be given, in due time, as will entirely exonerate the members of Government whose names appear in the documents now made public," and were surprised when they first saw McMullen's statement in the *Telegraph* on Saturday.

Then we have a trio of evidence against McMullen's veracity. McMullen charged the Montreal *Gazette* with having been, through the instrumentality of Hon. Mr. Abbot, bribed by Sir Hugh Allan to support his schemes regarding the Pacific Railroad. The publishers of the *Gazette*, Hon. Mr. Abbot, and Sir Hugh, all deny the correctness of this charge, and certainly the *Gazette* pretty clearly shows by their inconsistency the apparent falsity of McMullen's statements.

The papers that have given the Government support in the upper Provinces, while they declare the position a most grave and embarrassing one, and call for immediate and full explanation, express the belief that these explanations will relieve the Government.

These are the points on which our hopes now hang. The whole country awaits in agony the explanations. Those explanations should—nay, must—be made at once. If the representatives of this Province in the Cabinet know the charges to be baseless, they should for the sake of themselves and friends—no, out of respect for public sentiment and public decency—set the public mind at ease, or if they themselves are clear in the matter, and we cling to that hope, yet know that some of their collegues are guilty, then should they from the same considerations sever their connection with the Government. We notice that a telegram from Ottawa to the *News* says:—

"No allusion whatever is made to Hon. S. L. Tilley, Hon. Dr. Tupper, or other Maritime members—not even an insinuation has so far appeared against them."

We now give McMullen's revelations as they appeared in the *Toronto Globe*:

SIR,—So much has been of late said about myself, and my connection with the Pacific Railway negotiations that I think it better to lay a full statement of my position in regard to them before the public than to longer allow myself to be placed in so many wrong situations by those who are of necessity ignorant of many important facts. I have chosen, therefore, to place it in the form of an historical narrative, embracing the incidents that came under my own knowledge from the time I first engaged in the matter until the granting of the charter by the Government to its present holders.

I visited Ottawa in March, 1871, on a Chicago delegation connected with the enlargement of the canals, and while there met the late lamented Mr. Alfred Waddington and Mr. William Kersteman, who were agitating the subject of a Canadian Pacific Railroad, and who introduced the matter to my notice, with a view to organize a company to build the proposed road. After looking at the surveys and explorations of Mr. Waddington, who was well informed on the physical nature of the Pacific coast, I concluded to take the subject before some friends with a view to its serious consideration. In a few weeks, at my request, Mr. Waddington and Mr. Kersteman visited Chicago, and the result was, on their representations, that, with my friends, I proposed to organize a company which would undertake to build a road, on terms approximating those which current rumor reported the Government willing to recommend to Parliament. We visited New York and Philadelphia shortly afterwards, and in about six weeks later (being early in July 1871), we visited Ottawa with an informal proposal, from parties of the highest respectability for undertaking the work. The only members of the Government whom we met were Sir John A. Macdonald and Sir Francis Hincks; and it speedily became apparent to myself and associates that Mr. Waddington had been over-sanguine in his ideas that the formation of a company would be entrusted to his hands. After some conversation which tended to make this clear, and which intimated that the Government would wish to incorporate prominent Canadian names in any company undertaking the work, we left our address with the two Ministers, with the understanding that if occasion for it arose we were to hear from them. Some few weeks afterwards, Mr. Chas. M. Smith, of Chicago, who was my colleague in this matter, received a letter from Sir Hugh Allan, stating that Sir Francis Hincks had requested him to communicate with us in order to effect a union of Canadian and American interests in the Pacific Railroad Company that was to be formed.

I afterwards found that Sir Francis Hincks had visited New York in the early part of August, 1871, and at interviews with two prominent Railway Bankers, whose names will readily occur to him, had advised them and their associates to cease negotiations through Messrs. Smith and myself, and open them directly with Sir Hugh Allan, who, being a leading Canadian, was looked upon by the Government as a proper person to figure prominently in the matter. As the gentlemen applied to were both unwilling and unable to change existing arrangements, Sir Francis, on his return, seems to have given the address left with him in July to Sir Hugh Allan, and his letter to us followed. The result was an interview, in Montreal early in September, 1871, at which preliminaries were settled between Sir Hugh Allan, Charles M. Smith and myself, by which Sir Hugh was to receive a large personal interest in the stock, and an amount for distribution among persons whose accession would be desirable, and that the cash instalments on such stock should be advanced and carried by others on interest. An interview was held by myself with Sir John A. Macdonald, at the St. Lawrence Hall, the day before we met Allan, at which he expressed the approval of the Government at the proposed meeting, and requested me to meet him Ottawa, after it was over, to let him know the result. I accordingly went to Ottawa and explained to him that Sir Hugh had entered into verbal arrangements which would assume a more formal shape, and what we had provided for the easy accession of such other Canadian gentlemen as would be of advantage. He seemed quite pleased with it, and promised, on communication with Allan, to set an early day for entering into preliminary arrangements with the Government, in order that the whole matter might be in shape for an early presentation to Parliament.

Shortly afterwards, in accordance with this understanding, Sir Hugh notified Mr. Smith and myself to come, and we three met the Cabinet at Ottawa, Oct. 5th, 1871, to settle, as we supposed, the general features of the scheme. There were present Sir John A. Macdonald, Sir Francis Hincks, Sir G. E. Cartier, and Messrs. Tilley, Tupper, Mitchell, Morris, Aikens and Chapais. It was at once apparent that they were not fully in accord among themselves, in consequence, as Sir F. Hinks informed me, of Grand Trunk jealousy of Allan, represented by the important personage of Sir George Cartier. The settlement of matters had, therefore, to be postponed until the return of Sir Hugh Allan from England, he sailing on October 7th, and returning the 1st of December. Mr. Smith and I proceeded to New York to inform our friends of the status of affairs. It was then that we first learned of the visit of the Finance Minister, which I have heretofore narrated, and it was also then that Sir Hugh's first telegram of the published correspondence was received.

After the return of Sir Hugh Allan from England he telegraphed to Mr. Smith, of Chicago, that Sir Francis Hincks had called and suggested that the Government would be obliged to advertise for tenders in order to avoid blame, so that the conclusion of an agreement would have to be postponed for several weeks, but suggested that we have a meeting in Montreal, and afterwards in New York, to execute the contract which was to follow our verbal understanding. Mr. Smith and myself accordingly left Chicago on December 13th, 1871, and after visiting Montreal and closing all preliminaries with Allan we went with him to New York, where the contract was signed by all the parties under date of December 23rd, 1871. A variety of topics were discussed at interviews and by correspondence during the winter, and the delay of the Government explained by the exigencies of their political situation. While at first Sir Hugh had announced that no money would be required for such purposes, yet he soon professed to discover that it would be necessary to provide some to aid in procuring the closing of the arrangements. He at one time announced to Mr. Smith and myself that the $8,500, of which he speaks in one letter, had been lent to Sir John A. Macdonald and Sir Francis Hincks in sums of $4,000 and $5,000 respectively, "with very good knowledge that it never was to be repaid." He also explained that the Finance Minister was taking a great deal of interest in the matter, and that he had sounded him on the extent of his personal expectations, when it reached an assured conclusion. He said Sir Francis had replied that at his time of life an absolute payment would be preferable to a percentage of ultimate profits, and thought he should have $50,000, and in addition the position of Secretary to the Company for his son, at a salary of not less than $2,000. My reply was that I supposed, as we were into the matter, we would have to meet, in some way, such demands, if we expected to proceed, but that large amounts could not be disbursed on uncertainties. As the session approached, however, Sir Hugh made application for money, and on March 28th, 1872, a supplementary contract was entered into by which a committee of five were appointed, Sir Hugh being chairman, who were authorized to provide funds. This contract also covered a change in terms to meet the views, as Sir Hugh represented, of the Government, and empowered this committee to agree to the acceptance of $30,000,000, and 50,000,000 acres of land, exactly the amount the Government recommended, and exactly the amount he then told us they would recommend if we would accept. A levy of $50,000 was made on the American parties, April 1st, 1872, and the amount placed to the credit of Sir Hugh. He drew $40,000 as follows:—$15,000 by cheque, dated May 2nd, 1872, and paid May 4th, 1872; and $25,000 by cheque, dated May 3rd, 1872, and paid June 6th, 1872. The only explanations which he had made to me of the expenditure of this sum were the payment of $40,000 to *La Minerve*, newspaper, and $3,000 each to the three other French papers, whose names I can not positively remember; $6,000 to Attorney-General Ouimet, for aid rendered at Ottawa, and an indefinite loan of $10,000 to Sir F. Hincks. I attended during the session of 1872, and assisted in the passage of the Canadian Pacific R. R. Charter; and at its close paid the charges under the Private Bills regulation for the charters of it and the Canada Improvement Company—a charter which we suggested to Sir Hugh and Mr. Abbott, as a necessary attendant on the railroad legislation. In addition to the payments spoken of, Mr. Abbott was authorized to promise Mr. Langevin $25,000 to aid in elections about Quebec, on condition of his friendly assistance, and Mr. Abbott reported that he had done so.

Notwithstanding the repeated pledges we had received, and the apparently strong position we occupied, both Sir Hugh and myself had grave fears of the result, in consequence of the position taken by Mr. Macpherson and his friends, and the animosity of the Grand Trunk Railway people to Sir Hugh himself. I met Sir John A. Macdonald in Montreal, after the close of the Session, while on his way to meet Lord Dufferin at Quebec, and he suggested that as Allan had made so many enemies I go to Mr. Macpherson and try to bring about an amalgamation, promising to write a personal letter to Mr. Macpherson to aid in the desired object. Sir Hugh and Mr. Abbott, however, both dissuaded me from doing so, as it would afford a pretext for the Interoceanic Company to raise the American bugbear, which they had been trying to allay, and they promised to take the responsibility with Sir John, of my failure, to do as agreed.

I then went to Chicago to await developments; and in July, under date of the 16th, I got a letter from Allan which seemed quite discouraging in tone, as he said Sir G. E. Cartier told him they never intended dealing with either our Company or Mr. Macpherson's but would form a new one entirely under the control of the Government. But Sir Hugh added that the elections were approaching, and then his French friends would make their power felt, and Cartier must either yield to Lower Canada's wishes, or else he stood a poor chance to be elected. On August 6th, he wrote again, stating that he had brought about what he wished, as the Government had been forced to come to him, and he had secured an agreement for a majority interest in the Company about to be formed to build the road; but that to do this he had to advance a large amount of money, some $200,000 already and over $100,000 more still to be paid, and wanting to know what the New York friends would do. On the 16th September, he wrote again, stating that he had learned of the absence of several of our friends from New York, and that therefore a meeting could not be held until November 15th, which was very unsatisfactory, as he was to have the contract signed within ten days, and wanted at once thereafter to go to England and raise money. He stated his expenditure to that date at $343,000 *gold*, with $13,500 more to pay, and he urged speedy arrangement for refunding this. I visited Montreal shortly after the receipt of this letter to ask him further particulars for the guidance of our friends, who were somewhat startled at the magnitude of the figures, and who proposed to have some reasonable explanation of how the money had been expended before they returned it to Sir Hugh.—I reached Montreal about October 1st, and at the interview which followed, Sir Hugh reiterated, and explained the statements in his later letters. He said Sir George Cartier had been very loath to realize the fact that he held the controlling French influence, subject to a satisfactory disposition of the Pacific Charter, but that after a while Sir George did come to believe it, and, much against his will, consented to yield his prejudices, and give Allan the control, with, however, certain provisions about Americans, which would be more of an apparent than real objection, and on the understanding that Sir Hugh should advance money to aid the elections of Government supporters. After having Sir George sign an agreement, as stated in a letter of Aug. 6th, he commenced paying money, but, as he told me, having Cartier's order in each case, and taking a receipt therefor. When making the agreement he had no idea that the amount of money would be excessively large, and when it had run up to between $100,000 and $200,000 he became alarmed, and told Cartier that he must stop paying the drafts which were coming in so rapidly unless the whole Government would sanction the bargain. He then stated that Sir George sent to Ottawa and received a telegram from Sir John A. Macdonald confirming his action, After this Allan said he proceeded paying until he had advanced $358,000 in addition to $40,000, drawn from New York. I promised to submit his statement to my friends in New York, and leave the matter for them to decide.

The next word I had was that he thought he must dissolve all connection with Americans, in a letter dated Oct. 24. I replied in a few days after, protesting strongly against such action, and in return received a brief letter dated Nov. 14th, in which he stated that he was in entire ignorance of the whole intention of the Government.

In December I got an urgent letter and telegraph, requesting me to meet him at Toronto or Montreal, but not stating the object. I went to Montreal, and had an interview on December 24th, when he announced a final close of any arrangements with Americans, with an utter repudiation of any obligations he was under to them, and stated that he had written to New York to the effect that he could not continue his arrangements, and must break them entirely off. I protested strongly against such conduct, and referred to the contracts we had entered into, and the long association existing, as well as the uniform good faith evinced by our party, stating that I deemed it only honorable in him to insist on the original agreement, or also to retire himself from the proposed Company. When this was refused I announced my intention of visiting Ottawa to lay the matter before Sir John A. Macdonald.—On the 31st December I had an interview of some two hours duration with Sir John and placed him in possession of all the facts, and showed him the letters which I had from Sir Hugh in regard to the matter, as well as the original contracts and the letters to the New York R. R. President, which were recently published in connection with other correspondence. I pointed out to Sir John the allegations made by Sir Hugh as to his agreements with the Government, and narrated to him all the leading facts, I have given here. He strenuously denied that the Government had been bribed, and I pointed out that if not, then our Canadian associate must be a swindler in attempting to get refunded nearly $400,000 which he had never laid out. I then requested him to do one of two things—either to allow our original arrangemeat to be carried out or else to leave Sir Hugh out of the Government Company, since he did not propose to be a stepping-stone for his personal advancement. Sir John said the Government arrangements had gone so far that he feared they could do neither, and said that from Allan's memorial in answer to the Interoceanic Company, and from his assertions, since the session, they had supposed he had entirely broken off with us. I showed the most conclusive evidence—Allan's own letters—that such was not the case, and said if the Government were not in his power, as he stated, they could better afford to take all the risk of his omission from the Company than to face the public when they know all the facts, as they certainly would, if Allan was put in and allowed to break his sacred obligations with his associates—associates to whom the Government had directed him, and who dealt unreservedly with him in the express belief that he was the chosen representative of the Government, and who had the best of reasons for such belief. He requested a delay of a few days or more to enable him to communicate with Sir Hugh and Mr. Abbott. On the 23rd of January last I again saw Sir John, at which time two of my friends accompanied me. We then went over the ground again, and added the letters which appeared as addressed to Mr. Smith, and after the interview, I gave Sir John, at his request, copies of all these documents. Sir Hugh Allan's checks for the $40,000, and the receipts of Mr. Todd for the Private Bill expenses of the Canada Improvement and Canada Pacific Railroad Companies paid by me, which must have been strange reading to him when compared with the memorial of the Executive Committee of the said C. P. Railroad Company, signed by Hugh Allan, J. J. C. Abbott, and Louis Beaubien, then in his possession, in which the following remarkable passage occurs, under date of Oct. 12th, 1872, which memorial was presented to Parliament during the present session:—

"With regard to the assertion that a belief 'exists everywhere' that the Canadian Company still intend to carry out the design of combination with American capitalists, it is only necessary to say that the gentlemen who say so no doubt speak truly as to some limited circle with which they are in immediate communication.—But the Canada Company emphatically deny that beyond such a limited circle any such belief, or even any idea, of such a state of things is entertained.

"The Canada Company are aware that a negotiation was commenced during the summer of eighteen hundred and seventy-one, between Sir Hugh Allan and certain American capitalists for the formation of a Company to construct and run the Canada Pacific Railway; but they are informed by Sir Hugh Allan, and have satisfied themselves by a full enquiry into the circumstances and details of that negotiation, that it was not initiated by Sir Hugh, and that it was commenced and supported by influential persons in Canada, as being the only combination that offered itself at that time for the construction and running of the road; but they are satisfied that the negotiation never possessed the character attributed to it by the Interoceanic Company; and they know that Sir Hugh Allan would never have consented to embark with foreign capitalists in a Canadian enterprise in which he takes so great an interest, without the most perfect securities and guarantees for its control and conduct in the interest of Canada. But the discussion of the negotiations is entirely foreign to the proposition now being considered. That negotiation terminated when Sir Hugh Allan engaged with others in the formation of the Canada Company, and it has never been renewed.

"The Canada Company never participated in that negotiation, and never considered or entertained any proposition, suggestion, or intention of asking aid from American capitalists, or of combining with them for the prosecution of the Railway, or for any other purpose. The only negotiations they have carried on are those already alluded to with British capitalists, and they have never even communicated on the subject of the Railway with any one outside of Canada or Great Britain.

"Sir John requested us to meet Abbott and Allan in Montreal, and arrange something satisfactory. Sir Hugh had gone to New York, and while there had called on our friends and assured them that he would still keep good faith with them. While I had the strongest reasons for doubting such assurances, and though subsequent occurrences have confirmed these doubts, yet at their request I desisted from pushing matters against him further than to procure a settlement of my personal outlay and loss, and that of my friends who were with me, a loss directly entailed by his duplicity.

"This narrative embraces all the the leading facts relating to my connection with Sir Hugh Allan, and mainly of my efforts and operations concerning the Pacific Railway, but, as a matter of course, there were numerous negotiations of a nature relating to it, which seem unnecessary to detail, unless further occasion should arise. But these facts would all tend to confirm the general points herein stated, and they are such as would occur inevitably in the midst of such prolonged and important negotiations.

"Yours, &c.,

"GEO. W. MACMULLEN.

"P. S.—I append authenticated copies of documents which bear on this subject, and which will demonstrate the manner of conducting the business."

CARTIER APPLIES FOR MONEY:

"MONTREAL, Aug. 24, 1872.

"DEAR MR. ABBOTT,—In the Absence of Sir Hugh Allan, I shall be obliged by your supplying the Central Committee with a further sum of twenty thousand dollars, upon the same conditions as the amount written by me at the foot of my letter to Sir Hugh Allan of the 30th ultimo. "GEORGE E. CARTIER.

"P. S.—Please also send Sir John A. Macdonald ten thousand dollars more on the same terms."

THE COMMITTEE'S RECEIPT.

"Received from Sir Hugh Allan by the hands of Mr. Abbott, twenty thousand dollars for general election purposes to be arranged hereafter, according to the letter of Sir George E. Cartier, of the date 30th of July, and in accordance with the request contained in his letter of the 24th instant

"MONTREAL, 26th August, 1872.

(Signed) "J. L. BEAUDRY,
"HENRY STARNES,
"L. BEFOURNEY, "P. S. MURPHY."

JOHN A. TO ABBOTT,

"TORONTO August 26th, 1872.

"To the Hon J. J. C. Abbott St. Anne's.

"Immediate, private.

"I must have another ten thousand—will be the last time of calling. Do not fail me, answer to day. "JOHN A MACDONALD."

ABBOTT'S REPLY.

"MONTREAL, 29th August, 1872.

"Sir John A Macdonald,

"Toronto,

"Draw on me for ten thousand.

"J. J. C. ABBOTT."

JOHN A.'S DRAFT.

"TORONTO, 26th August, 1872.

"At sight pay to my order, at the Merchants' Bank, the sum of ten thousand dollars for value received. JOHN A. MACDONALD.

"Endorsed:

"Pay to the order of the Merchants' Bank of Canada. "JOHN A. MACDONALD."

M'MULLEN TO SENATOR FOSTER.

"MONTREAL, July 15th, 1873.

"Hon. A. B. Foster,

"MY DEAR SIR,—I submit for your perusal a statement I propose publishing to the people of Canada as to my connection with the Pacific Railway. My reason for doing so is that I have been subjected to the vilest slanders at the hands of the Ministerial press, of which you are aware. The abundance of such abuse makes it imperative that I should show what the real facts were, and as you and I have had a friendly association on this matter, and you are personally cognizant of many of these facts, I ask you to give me a letter relating thereto, and containing whatever may be within your recollection as to the circumstances of the case. I think I am justified in asking you to do this when my character has been so viciously assailed.

"Your reply will be gratefully received by me and put me under lasting obligations.

"Very truly yours,

"G. W. MCMULLEN."

FOSTER CONFIRMS M'MULLEN'S STATEMENT.

"WATERLOO, July 16, 1873.

"G. W. McMullen, Esq.,

"DEAR SIR,—I have had an opportunity to look over the statement you make in regard to your connection with the Canada Pacific Railroad submitted to me for the purpose mentioned in your letter of the 15th, and I have this much to say in regard to it. With the first part of your history of the matter I am personally unacquainted, as our intercourse did not begin until the opening of the session of 1872, when we were introduced by Mr. Abbott. My negotiations on the subject of the Pacific Railway previous to that time had been with Sir Hugh Allan and Mr. Abbott, though from the commencement I had been aware of the arrangements made with American parties whom you represented. I was associated during the session of 1872 with Allan, Abbott, and yourself, in all the stages of procuring the charter of the Canada Pacific Railway Company, and in all the efforts made to secure to that Company the contract to build the Road, and as a consequence, was familiar with many points naturally arising therefrom. I discussed with you my personal position under the propsed arrangements, and with yourself, Allan and Abbott, all the main features of the legislation proposed and such as were deemed necessary for the object. As you state, there were difficulties in the way of closing matters, and I was aware of the agreement with Mr. Langevin, to which you refer, as it was faequently discussed between us and Mr. Abbott. I was also aware from the first of Sir George Cartier's opposition to Sir Hugh Allan, and of the means by which Sir George was forced to forego this opposition.

In regard to the payment of money for election purposes I was informed of the arrangement with Sir George Cartier, and was also shown a confirmatory telegram from Sir John A Macdonald. I understood the affair to be substantially as you have related, and I have reason to believe that large sums of money were actually expended for election purposes under the arrangement.

"Yours truly,

(Signed) "A. B. FOSTER."

## LATER.

The members of the Government implicated by McMullin's statement, have published a statement as follows:

In so far as any part of these communications of MacMullen and Foster, or the documents published with them, tends or purports to implicate any member of the Government in any agreement, promise or undertaking to grant or to further the granting of the charter of the Canadian Pacific Railway company, or the contract for the building of that Railway, as compensation for assistance at the late General Elections or for pecuniary considerations of any kind, or upon any ground or upon any reason inconsistent with their duty as members of the Government, these communications and documents are either absolutely and entirely false, or so expressed as to convey an absolutely false impression.

The arrangement referred to by the late Sir George Cartier, in the published letter of the 24th August last, was an arrangement personal to himself and Sir Hugh Allan, independent of, and until published, unknown to the other members of the Government, and it had no reference to the Canadian Pacific Charter or contract, or to the granting or furthering of the granting of either of them, and at the earliest possible moment the whole of the facts and circumstances will be laid before a tribunal competent to receive evidence respecting them under oath.

Let us waiting hope and hopeing wait for the unravelling of this tissue, suspending judgment till the guilty are known. We should add that the Attorney General of Quebec and conductors of papers implicated by McMullen, deny his allegations. It is said much interest is felt as to the attitude the maritime members of the Government will take. Referring to these the Montreal *Witness* says:

There are men in the present Ministry whose hands have always been clean, whose record, save for their relationship to known corruptionists, has been all clean. The people look to them now. If they keep their seats they put themselves on their trial with those more directly concerned as sharers in their apparent guilt. They must declare themselves.

This testimony from a paper of the high moral character of the *Witness* is very pleasing.

## THE CANDIDATES.

Stephen B. Appleby, Esq., has pronounced himself a candidate for the vacant seat, belonging to this County, at Ottawa, and has issued his card.

Mr. Appleby is a Lawyer by profession, having graduated from the office of L. P. Fisher, Esq., and the Law School of Harvard University. He has a good mind, pleasant address, nervous and earnest manner. He is a native of the County, and should be pretty well versed as to the local wants of the people.—Young, moral, ambitious, should Mr. Appleby be the choice of the electors of this County, we fully believe that the confidence reposed in him will be justified and the interests of the County faithfully and ably served, and his career as a Dominion Legislator ought to prove a success.

Hon. Geo. W. White is now before the electors in a two-fold character. He is an ex-member of the local legislature, or virtually so, and a candidate for Ottawa. In the position he is now about to resign we have no doubt Mr. White has discharged his duties to the best of his ability and judgment; no one can do more. As a candidate for Ottawa, Mr. White must be judged by his local record, with which his constituents are acquainted and upon which, no doubt, they will base their decision. Should Mr. White be elected to the House of Commons it will be a marked distinction, following upon two elections to the local legislature all within five years, the more notable from the fact that he has resided in the county for, comparatively, so short a period, and consequently been so briefly identified with its interests.

Geo. Stickney, Esq., is the third candidate. Mr. Stickney, like Mr. White, needs no introduction on our part to the electors. He has represented the Parish of Brighton several terms in the County Council; and has usually taken an active part in the public movements of the County. As a school teacher, farmer and saw mill proprietor, he has become closely identified with the County's interests.

Mr. Stickney requests us to state that although he issued a card to the electors, for the election in which the issue was Confederation or not Confederation, as soon as Messrs. Connell and Lindsay declared themselves in favor of the measure he withdrew, as he was anxious that confederation should be reached.

There are thus three candidates positively before the electors; it is quite possible there will be more, at all events we know there is a disposition evinced in that direction by many of the electors. If there should be three or three hundred, so long as there are no known points of difference between them on the matters in which we are all interested, and the choice must therefore turn on the personal question of relative fitness for the position sought, it were not becoming or necessary that the *Sentinel* should attempt to advise the constituency.

Our work in the matter has been of a more general character. We have faithfully, if not effectively, endeavored to impress upon the public mind the great importance of the Legislation of the Dominion, an importance vastly increased in view of the grave issues which the past few days have suggested; it has been a chief labor of our Journalistic life to promote a pure and wholesome appreciation of the franchise as an individual responsibility, upon the proper use of which our national and local prosperity depends: we have not failed in presenting the proper standard, according to our ideas, toward which electors should approach in making their selection—and the selection should be their's before as well as at the polls—and having done this we have done our duty. It would be presumption, in this County, where, if the electors make a mistake, it is not from want of intelligence, for us to dictate as to the individuals. Our advice is, deliberate well and choose honestly, so that this, one of the best Counties in the Province, may be wisely and creditably represented.

We may just remind our readers of the fact that Mr. White's resignation leaves a vacancy in the Government and Legislature. And the electors of this County will be called upon to elect a representative to the local House, it may be at the same time that the other election takes place.

G. L. BRITISH TEMPLARS.—The Annual Session of the Grand Lodge of British Templars, held last week in Sackville, was equal in point of importance and harmony to any former meeting of the Grand body. The W. G. C. T. presided; present, some 60 representatives. The Grand Secretary's report showed returns from 191 Primary Lodges, with a membership of 9,253, a very gratifying increase over last year. The finances of the institution are in a healthy condition. It was decided by an almost unanimous vote to continue the publication of the *British Templar*. A lengthy, exceedingly clever and interesting discussion took place over resolutions introduced bearing upon the best means to be adopted for the securing of a Prohibitory Law. Finally it was determined to form a Temperance League for the Province, similar to those in operation in Ontario and Quebec, and the proposed plan of operations was at once forwarded to the Grand Division S. of T., then in session at Moncton, from which an immediate response was received signifying the willingness of the Grand Division to join heart and hand in the work. A competent committee from both Grand bodies was appointed to carry forward the project. On Thursday afternoon a large delegation from the Grand Lodge, B. T. of Nova Scotia, in session at Amherst, visited Sackville and held an hour's pleasant communion with their brothers and sisters of N. B., and on the evening of the same day a number of the members of the N. B. Grand Lodge, by invitation, took part in a public temperance meeting at Amherst.

An appropriation for lecturing purposes the present year was made. The next session of the Grand Lodge is to be held at Deer Island, in the third week of July, 1874. At noon on Friday the Grand Session closed one of its best and, we think, most important annual meetings. The following are the Grand Officers for current year:—

Rev. Thos. Todd, W. G. Chief, Sussex.
Rev. D. I. Wetmore, W. G. Vice, Clifton.
Orran Smith, Sec., Fredericton.
John McLachlan, Treas., Carleton, St. John.
Brown Harrison, Sec., Smith's Creek.
John P. Bell, Con., St. John.
James McNutt, Chap., Chatham.
R. Beers, Fin., Richibucto.
E. P. Flewelling, Rec., Clifton.
H. N. McManus, Mar., Richibucto.
H. R. Beers, D.M., Richibucto.
Geo. Stothart, I. G., Chatham.
Robt. Thomson, O. G., Manners-Sutton.

## BASE BALL.

A game of Base Ball between the "Resolute" B. B. C., of St. Stephen, and Woodstock "Acadian" B. B. C., was played at Woodstock, on the 23rd inst., resulting in victory for the Acadians by a score of 45 to 19.

The names and positions of Resolutes were as follows:—W. Todd, Captain and Catcher; E. Rudge, Pitcher; — Moody, short stop; W. Rose, 1st base; J. Shanks, 2nd base; H. C. Todd, 3rd base; F. Rose, centre field; R. Shanks, left field; — Cassidy, right field.

And the Acadians: A. B. Connell, captain and pitcher; J. Sands, catcher; T. Lynch, short stop; J. Thibideau, 1st base; F. A. Bickford, 2nd base; C. Collins, 3rd base; R. L. E. Allingham, left field; E. Rugan, right field; G. Donaldson, centre field.

E. W. Norcross, of Houlton "Lightfoot" nine," umpired the game.

Scorers—Mr. Grimmer, for Resolutes; Wm. Donnell, for Acadians.

During the game the Resolutes were whitewashed three times, Acadians once.

His Excellency the Governor General has been making an extended tour, visiting the Maritime portions of the lower Provinces. His reception at the various places where he landed in the Gulf and along the North Shore, and at Prince Edward Island, were of a character to illustrate a warm national feeling on the part of the people, which the illustrious visitor appears to have appreciated and acknowledged with that tact and readiness for which he has became noted.

Lord Dufferin is evidently determined to make himself a popular representative of Her Majesty, so far as agreeable manners can do so, and doubtless when it is tested he will be found equally regardful of the constitutional power with which he is entrusted, and prepared to exert it fearlessly, impartially and firmly, whenever and however exigencies in the Dominion may require such exercise of the prerogatives in him vested.

WE had the pleasure last week, for the first time, of visiting Sackville. Having heard much of that fine section of country, we were anxious to see it for ourselves, and now having been gratified in that desire we are prepared to endorse all that has been said of its natural productiveness and beauty. Its rich and extensive marshes, with their heavy and luxuriant covering of grass afford to their possessors an easy and continued source of wealth, and present to the eye of the beholder a picture of beauty; although there is in the unbroken stretch of level country an appearance of sameness which, upon continued observation, becomes apparent and wearies the eye, and causes one to long for that variety seen in the landscape of a more rolling character.—All through this section are seen evidences of the close attention paid to stock raising, in which respect, probably, Westmorland is ahead of any County in the Province. With this exception, however, the farmers as a class are, we think, behind those of our own County in every respect.

The Wesleyan Educational Buildings, at Sackville, are pleasantly located, and from an inspection thereof, under the guidance of Professor Inch, we should suppose admirably fitted in their internal arrangements for the purposes intended. From the balcony of the Female Academy, one of the finest views possible to imagine may be had.

They have had a Church difficulty in Moncton. The Rev. Mr. Walker, Rector of the Parish, having become distasteful to many of the members of the Church, they strove to get rid of him, and induced the Rev. Mr. Killikilly to come from Massachusetts to take the church. A correspondence in consequence took place between the Parishoners and the Lord Bishop. The retort of the latter being very pungent. We quote the Bishop from the *Globe*:—

The true solution of this unseemly resistance is not to be found in the false pretence of certain parties that they are seeking only the purification and welfare of the church in this Parish, for the matter has now become entirely a party question, and several discontented *parvenus*, petty shop-keepers and irrepressible semi-dissenters are indignant that they should not be allowed to have affairs their own way, and are astonished to discover, and loath to learn, that the Church of England will not suffer itself to be controlled by the foolish whims and unreasoning prejudices of self-constituted dictators.

COPY OF THE THE BISHOP OF FREDERICTON'S LETTER.

FREDERICTON, July 15, 1873.

*Revd. Sir.*—I have heard with extreme surprise that after your ordination by the Bishop of Mass., on June 15th, and your being appointed a curate to Dr. Vinton, in Boston, (so the Bishop informs me) you almost immediately came into this Diocese, with which you had no canonical relation, and without obtaining any license from me, exhibiting any testimonials, or communicating with me at all, you proceeded to preach and minister in the Parish of Moncton, where there is a duly licensed Priest and Rector, the Reverend William Walker.

The smallest acquaintance with ecclesiastical rules might have shown you how irregular and improper such conduct is, and I hope that you have been induced to take this course by misrepresentations of the actual state of things. I now call upon you to quit the post which you so irregularly and improperly occupy, and to send me an apology for your proceedings.

If you do not comply with my request, I shall be under the painful necessity of publicly inhibiting you from preaching or ministering in this Diocese, and I shall send a copy of this inhibition to the Standing Committee of Massachusetts, to whom I have already written on the subject. I feel certain that they will totally disapprove of your proceedings.

If I do not hear from you within one week I shall issue the inhibition, and you will find that it will cause you serious trouble, which I am desirous to avoid.

I am, Revd. Sir,
Yours, faithfully,
JOHN FREDERICTON.

To the Rev. Brian Killikilly.

The St. John *Globe* reports the following incident as occurring in the case of a man who had come from Halifax to St. John to get married, as, there being no Governor in Nova Scotia, he could not obtain a license there:—

At the Registry Office here the other day, much laughter was occasioned by a Halifax man who had been obtaining the necessary license, and had been getting a large bank note changed by a stander-by. Among the change he received was a $2 Prince Edward Island bill. After leaving the office he rushed back and demanded if "there wasn't discount on that note." He was informed by a legal gentleman that in the Banks ½ per cent. was charged, but outside there was no difference. Assuming a rueful countenance, the Nova Scotian, who was afraid he had lost *one cent*, declared he wished he had other money instead of the Island note. And this man was on his bridal tour!

THE latest horror revealed in New York is the discovery, in the house she had for some time occupied, of the partially decomposed remains of an elderly maiden lady, Miss Willet, a large portion of the body having been eaten by rats.—The deceased was of eccentric habits and had lived entirely alone, although there is evidence of her having frequently had visitors. The stench from the decomposed remains first attracted attention and led to the discovery. Foul play was suspected, but at last accounts there had been no tangible evidence of this discovered.

BEAR in mind the Tea Meeting at Greenfield, (Kinney Settlement) on Tuesday next. In view of the approaching election this affair promises to be one of especial interest, as, probably, all the intending candidates will be present and, to some extent, ventilate their views.—From what we know of the ladies and gentlement having the arrangements for the Tea Meeting in hand, we can assuredly promise to all who may attend an enjoyable season.

Capt. Duncan, is superintending operations for the improvement of the navig