INSURANCE BLOCK

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☞ Losses paid by Companies of this Agency, *One Hundred and Thirty-one Million Dollars.* ☜

FIRE INSURANCE !

at Lowest Possible Rates, effected upon every description of Property, against loss or damage by fire.

MARINE INSURANCE !

At Current Rates for Moderate or Large Lines upon Vessels, Cargoes or Freight.

Imperial Fire Insurance Co., of London.
The Ætna Insurance Company.
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Merchants' Marine Insurance Company.

Capital and Assets. $25,000,000
Deposits at Ottawa, $350,000.

Losses Promptly Paid at Maturity.

Apply at Insurance Block, Corner Market Square and Prince Wm. street.

ROBERT MARSHALL

General Agent, Notary Public and Broker.

jan15

Sheriff's Sale.

THERE WILL BE SOLD at public auction, on Monday, the Twenty-eighth day of February next, at Chubb's Corner, (so called), in the City of Saint John, between the hours of twelve o'clock, noon, and five o'clock in the afternoon, all the right, title, interest, property, claim and demand whatsoever, either at law or in Equity of, into, out of or upon

** ALL that certain lot, piece or parcel of land situate, lying and being in Sydney Ward in the said City of Saint John, bounded and described in a deed from Thomas McAvity and others, to said Joseph D. McAvity, as follows: Beginning on the Westerly side line of Charlotte street at a point distant sixty-two (62) feet Southerly from the angle formed by the intersection of the said Westerly side line of Charlotte street aforesaid, and the Southerly side line of Britain street, the said point of beginning being the South-easterly corner or angle of a lot conveyed by the said Thomas McAvity, Executor and Trustee as aforesaid, to one Sarah E. R. Beverly, thence running along the said Westerly side line of said Charlotte street in a Southerly direction sixty (60) feet, or until it strikes the North-easterly corner of the ot now under lease from the Mayor, Aldermen and Commonalty of the City of Saint John to the said Joseph D. McAvity, thence along the Northerly side line of said last mentioned lot and at right angles to the said Westerly side line of said Charlotte street forty (40) feet until it strikes the Easterly side line of the lot now owned by John Moran, thence along said last mentioned line in a northerly direction and parallel with the said Westerly side line of the said Charlotte street sixty (60) feet or to the Southerly side line of the lot now owned by the said Sarah E. R. Beverly, thence along said last mentioned line in an Easterly direction forty (40) feet to the place of beginning. The same having been seized under and by virtue of an execution issued out of the County Court of the City and County of Saint John at the suit of James Doherty and Sophia Doherty against the said Joseph D. McAvity. JAMES A. HARDING, Sheriff.

Sheriff's Office, City of Saint John, November 17th, A. D., 1880. nov27

Sheriff's Sale.

WILL BE SOLD at Chubb's Corner, Prince William Street, in the City of Saint John, on SATURDAY, the sixteenth day of April next, between the hours of twelve o'clock, (noon), and five o clock in the afternoon,

" ALL the right, title and interest James McNickle had on the thirteenth day of November A. D. 1879, (in and to all that certain leasehold lot of land situate on Erin street, in the City of St. John, and extending through from Erin street by one hundred and ten feet deep, more or less, leased to the said James McNickle under the name of James McNichol, or otherwise howsoever by Indenture duly made between Fanny Symonds, the Reverend Richard Simonds, William M. Jarvis and William H. Thorne, Executors of the last will and testament of Edward Symonds, deceased, and also all the buildings and improvements thereon, the same having been seized under and by virtue of an attachment and execution issued out of the King's County Court at the suit of Jane Aikins against the said James McNicle.

JAMES A. HARDING,
Sheriff.

Saint John, N. B.,
December 28th, 1880. jan1 td

Public Notice.

NOTICE is hereby given that there will be presented at the next session of the Legislature of New Brunswick, for the purpose of the application of money, the bequest of the deceased Dean Dunphy to Catholic Schools, for the support of the Industrial School in Saint John County.

jan15 4t

JUST RECEIVED

MEN'S

OVERSHOES,

ALL SIZES.

—AT—

At JAMES McCONNELL'S,

jan15 15 King Street.

Men's Overboots

JUST RECEIVED PER EXPRESS:

2 CASES MEN'S

FELT FANCY OVERBOOTS.

FRANCIS & VAUGHAN,

jan1 COMMERCIAL BLOCK, 28 King Street.

NEW GOODS !

JUST RECEIVED:
ex Trinscria, Scandinavian, Prussian and Hibernian :—

30 PIECES Fancy Tweed Trowserings;
20 pieces 6-4 Fancy Tweed Coatings;
GLAZED and CROWN CANVAS;
ROLLER TOWELLING, STRIPED HESSIAN;
SAFFRANINE and DICED TABLING;
Men's Imitation Silk and Madder H'k'fs;
200 doz. Honey Comb and Huck Towels, Irish Crochet and Maltese Edgings and Laces;
SAMPLE LOTS of ENTIRELY NEW ARTICLES
In Queens, Princess, and Indian Tides, Rich Colors, New Fichues &c.;
100 pieces New Cashmere Prints very low, with a large stock of other goods for the present and coming season.

A. & E. VERITT

WHOLESALE WAREHOUSE,

Masonic Building 90 Germain street.

jan15

Furs ! Furs !

WE HAVE A LARGE AND CHOICE STOCK OF LADIES' and GENTS' FURS

of all the Fashionable Styles and Materials, consisting in part of

SOUTH SEA SEAL MUFFS and BOAS;
HUDSON BAY SABLE MUFFS and BOAS;
BALTIC SEAL MUFFS and BOAS;
MINK MUFFS and BOAS;
Ladies' SQUIRREL LINED CIRCULARS;
Ladies' and Gents GLOVES and GAUNTLETS;
Gents' SEAL and BUFFALO COATS;
Ladies' and Gents' FUR CAPS;
BLACK BEAR SLEIGH ROBES;
SILVER LYNX SLEIGH ROBES;
RACCOON SLEIGH ROBES;
BUFFALO SLEIGH ROBES.

C. & E. EVERITT,
dec4 Furriers, 11 King Street.

BRANDY. BRANDY.

Just arrived per Reindeer from Charante via Halifax :—

300 Cases X Martell Pale Brandy.
30 Cases XXX Martell Pale Brandy.
11 Years Old.

JOHN W. NICHLSON,
Victoria Wharf, Smyth street.

Granulated and Refined SUGARS.

One Car Load Just Received as follows :—

40 bbls. Granulated SUGAR,
40 bbls. Refined, Extra Quality.

☞ FOR SALE LOW. ☜

BARBOUR BROS.,
jan1 11 South Wharf.

Furs. Furs.

LADIES' AND GENTS' FURS of every description at lowest possible prices by

C. & E. EVERETT,
dec18 Furriers, 11 King Street.

The Weekly Freeman.

Saturday, January 29th, 1881

The Week.

The news received from Europe during the week is not of a very exciting character. In the British Parliament little progress has been made. It is repeated that the Government intend to propose some effectual mode of curbing those members of Parliament who talk more frequently or more at length than is agreeable to the majority. It is said that the introduction of the Coercion Bill is deferred until the most effectual mode of keeping in restraint those who are determined to resist in every way its passage, has been settled. A great danger thus threatens the Parliamentary institutions of Great Britain, and the effects of any such change in the mode of conducting the business of Parliament may prove far more serious than any one can now imagine. Mr. Gladstone declared in the House of Commons that British supremacy over the Boers must be re-established before the Government can consider whether their complaints are well or ill founded. This can be excused only on the grounds that it is of the first importance that the power of Great Britain to crush disaffection in all parts of its vast empire must be demonstrated at any cost. It is said that Mr. Gladstone intends to take a peerage, but this we think very doubtful.

The Irish State trials are at an end. The Jury disagreed and were discharged. It is said they stood 10 for acquittal and 2 for conviction. The telegrams tell us of the eloquent addresses of counsel on both sides. Mr. Parnell and his associates proceed as if the trials did not concern them in the least, and meetings are held by the Land League in various parts of the country. Some were prohibited by the Government on one pretext or another, and the people quietly submitted in all such cases, although, in some at least, they probably regarded the prohibition as unreasonable. A number of prominent members of the Land League, arrested in Kerry, Cork and other places, on the charge of having conspired to set the Queen's authority at naught, of having sent threatening letters, etc., etc., have been discharged because no evidence could be obtained against them. It is only in Ireland that men are arrested on the mere suspicion of the police—or in Russia—and held in prison until it pleases the authorities to admit that no evidence against them existed or could be found. No well authenticated case of outrage was reported during the week. The organisation of the League continues to extend, and as it extends, as legal, constitutional means of seeking redress are adopted, the seeking of revenge for wrongs inflicted or threatened becomes less frequent. Not the Land League, but the dreadful system of landlordism is responsible for such agrarian "outrages" as have really been committe i.

It is said that Mr. Shaw and several other Irish members of Parliament have seceded from the party led by Parnell, which strives to go farther than they are prepared to follow, but it remains to be seen whether they will recede from the position they took when seeking the suffrages of the electors, and become mere supporters of the Government. It is quite possible for men perfectly honest and sincere to differ as to the means best calculated to obtain for the Irish people all that is immediately attainable; to differ even as to the principles on which the land question should be settled.

It is reported that the Peruvians were defeated in another hard fought battle before Lima, in which both parties suffered heavy loss, and that the Chilians afterwards took possession of the capital. It would be well now that they made a moderate use of their victory, and that peace were immediately established on terms which the Peruvians would not hereafter feel to be intolerable. The Chilians throughout this whole war have proved superior to the Peruvians in energy and ability, if not in bravery. The brave fight made by the Peruvian ironclad "Huascar," commanded by an Irish-Peruvian, was almost the only event of the war that reflected credit on the Peruvian armies.

All the west and south of Europe has been visited by a series of the most severe storms experienced for many years, and the loss of life and property has been very great. In several parts of Great Britain snow fell to the depth of several feet, blocking the roads and preventing travel for days, and the cold was so severe that several persons were frozen to death. Along the coast the tempest raged with such fury that the shores were strewed with wrecks, and in many cases the whole crew perished with their ship. The losses in the Mediterranean were also very great.

It appears that there are some persons in Ireland who take advantage of the present agitation to propagate the most dangerous anti-Christian and anti-social doctrines. These are few in number, but, nevertheless, what they say and do affords a pretext for filling the country with troops, and for measures from which not they, but the innocent and well-meaning will suffer. In most instances the persons who talk of overthrowing British rule in Ireland, and those who seek to revolutionise the religious ideas of the people, are members of secret societies which, wherever they exist, mislead half-educated and self-conceited young men, who are easily led to imagine that they prove their superiority to others by talking such rant as delights the mob of Paris :—

The Right Rev. the Bishop of Ardagh and Clonmacnoise, in a pastoral letter says: Having referred to the land agitation, which is at present widespread throughout the Diocese, as well as throughout the rest of Ireland, we deem it our duty to offer some words of counsel to our Catholic people, through you, our beloved clergy, sharers in our pastoral solicitude, for the flock of Jesus Christ in this extensive Diocese. In times like the present, when minds are disturbed and men are striving with all their energy to attain, by every lawful means, some end in which their own and their children's welfare and very existence is at stake, there will always be found some few misguided or wicked persons to overstep the bounds of moderation, of justice, and of morality. In the midst of the present uprising of our people, demanding an amendment of the iniquitous laws which regulate the tenure of land in this country some such men as these have, within the last few months, put themselves forward. Some of these have represented the priests of Ireland estranged from our faithful people; others have endeavored, we would fain believe in some cases unwittingly, to procure the estrangement of our beloved people from their pastors; others have made a constitutional organization and agitation a cloak for the spread of Communistic and revolutionary principles, and of secret societies, condemned under the severest censures by the Catholic Church; some have been known to go about—administering unlawful and wicked oaths, and blasphemously calling on the Great Just God to countenance deeds of violence and injustice. Men have been found to give public praise in Catholic Ireland to the principles of the French Revolution, and to put forward these principles as alone capable of redressing the admitted grievances of our country; others have propounded theories subversive of all social order, and even of the rights of parents over their children; while others seem to have forgotten the very first principles of commutative justice, and have asserted that even lawful contracts are not binding on conscience in dealing between man and man. We have reason to thank God that the number of those wicked or deluded men who profess these immoral and senseless doctrines is small. But our people have a right that we should warn them of the danger to their spiritual interests contained in these teachings, while at the same time we pour out from the inmost recesses of our hearts a blessing on their lawful efforts for the amelioration of themselves and their families through a radical change in the land laws.

Our Mechanics.

The present Government pretend to be the warmest friends of the mechanic, the manufacturer and the farmer, and yet they turn a great number of men out of employment at the Government workshops at Moncton, allow the valuable machinery in those shops to lie idle, and then send to the United States for locomotives, cars, etc., to be used on the Government railroads, and paid for by the tax-payers of the Dominion. The return, which was asked for by Mr. Anglin, and which we publish below, shows that this Government imported from the United States :—

3 locomotives costing		$28,555
8 "	"	73,938
1 locomotive	"	10,720
1 "	"	11,148
1 car costing	"	3,315
1 " "	"	6,373
1 baggage car	"	2,100
5 box cars	"	3,250
1 " car rebuilt,		475
40 flat cars costing		22,000
		$161,774

This large sum of $161,774 might all have been kept in Canada; would all have been kept in Canada if the Government were sincere Protectionists. A little forethought, a little earnestness only was required. It was not necessary that the Riviere du Loup section of the Grand Trunk should be actually handed over to the Government before preparation was made for procuring those locomotives. Kingston, St. John and the Moncton works could have supplied them all in good time if the Government had chosen that all should be made in Canada. There is even less excuse for importing cars than for the importation of locomotives, and this $161,774 expended in Canada would have given employment to some hundreds of our own mechanics.

The prices stated do not, we believe, include the duties which any other importer would have had to pay on those locomotives and cars, yet the prices are not lower than some of the Canadian prices, and the locomotives, it is said, are all of the same class and pattern.

It will be observed, also, that an official car was built in Cobourg, Ont., at a cost of $5,977 ! ! and that one of the cars imported from Chicago cost $6,373. This, no doubt, is also a palace car kept for the special use of our dignitaries. In the time of Mr. Brydges what noise was made because he had an ordinary passenger car fitted up as official car at no great cost. The men who made so much noise about what they then called extravagance, have that car still, but not content with that they procure two others, one at a cost of $5,977; the other (built in the States) at a cost of $6,373 ! ! :—

Return showing the number locomotives, passenger cars, freight cars, or other rolling stock, purchased by the Government under contract or otherwise during the year 1880, the places where they were manufactured and the price paid :—

No.	Description of Rolling Stock.	Where manufactured	Price paid.
3	Locomotives,	Patterson, U. S.,	$28,555 43
8	do.,	Hamilton, U. S.,	73,938 31
8	do.,	Kingston, Ont.,	47,100 00
2	do.,	do., do.,	22,296 50
3	do.,	St. John, N. B.,	32,700 00
1	do.,	Philadelphia, U. S.,	10,720 50
1	do.,	do., do.,	11,148 50
6	1st Class Cars,	Cobourg, Ont.,	27,924 00
1	do. (official),	do., do.,	5,977 00
1	do. (2nd hand)	Chicago, U. S.,	3,315 89
1	do.,	do., do.,	6,373 30
2	2nd Class Cars,	St. John, N. B.,	4,500 00
1	Smoking and Postal Cars,	Cobourg, Ont.,	5,750 00
1	Baggage Cars,	St. John, N. B.,	3,500 00
1	and Postal,	London, Ont.,	6,280 00
1	do.,	Chicago, U. S.,	2,100 00
1	Box Car,	Moncton, N. B.,	650 00
7	Box Cars,	St. John, N. B.,	3,290 00
1	do.,	Chicago, U. S.,	3,250 00
1	do. (rebuilt)	do.,	475 00
60	Flat Cars,	Moncton, N. B.,	41,400 00
40	do.,	Cobourg, Ont.,	22,240 00
40	do.,	Chicago, U. S.,	22,000 00
70	do.,	Moncton, N. B.,	38,925 00
70	do.,	London, Ont.,	31,200 00
12	Snow Ploughs,	St. John, N. B.,	15,150 00
3	do.,	Moncton, N. B.,	3,600 00
3	Wing Ploughs,	St. John, N. B.,	3,750 00
6	do.,	London, Ont.,	11,100 00
2	Flangers,	St. John, N. B.,	2,250 00
6	do.,	Moncton, N. B.,	7,920 00
	Total,		$494,089 43

A case of some interest to livery-men was decided at Seaforth lately. A man had hired a horse at Forbes' livery, and after several hours' driving, the animal ran away and was fatally injured. The driver refused compensation, and the suit was brought to recover the value of the horse. Judge Toms, giving his verdict, took the ground that in hiring a horse and vehicle all risks of accidents rests with the owner, so long as it can be proven that the person hiring and using the animal or vehicle uses all proper precautions for its safety, the same as he would were it his own property. It was not proven in this instance that the person in possession of the horse at the time of the accident had made default in this respect, but on the contrary, both the defendant himself and several witnesses swore very positively that he had not and, consequently, the verdict was given against the plaintiff, and he will not only suffer the loss of the horse, but will have the costs of the suit to pay as *well*.

The Montreal Corn Exchange has given no uncertain sound with regard to the Syndicate bargain. The significance of this vote would be by no means weakened by a careful scanning of the division list, if such had been made, from which it would be found the men who do the business, and who are independent in their commercial relations, are largely those who voted against the scheme, and that irrespective of party. It is said that the Conservatives were in a majority of nine at the meeting. There was apparently some attempt to get together a majority in favor of the contract, but the Corn Exchange, being a body based on a purely business relation, it is not to be manipulated so easily as some others are. The Montreal Board of Trade, on the other hand, can be recruited from any source, and its complexion depends largely on where the greatest recruiting activity is shown. When the country was being prepared for the National Policy the capture of the Montreal Board of Trade was too important a matter to be lost, and it is this National Policy element which forms the strength of the Syndicate now in appealing to the same body.—*Witness.*

William Sly, aged 30 years, who has been employed as porter at Mrs. Cameron's, on Fourth avenue, Louisville, Ky., died a few days ago of lockjaw, caused in a singular manner. About ten days ago Sly suffered considerable discomfort from a tack in the heel of his shoe. It was an ordinary iron peg used by shoemakers in the heel of heavy shoes, and which is frequently inconvenient to all persons who "wear their heels off." The leather wore off, but the hard head of the peg, instead of wearing, was gradually forced upward until the point finally penetrated the sole and irritated the foot. After doing considerable walking during the day Sly found a little hole in the heel when he took of his shoe and removed the irritating peg. He was out as usual the next day, but took cold in the insignificant wound and was laid up by inflammation and swelling of the foot. Seven days after the wound was made he was seized with lockjaw, and after suffering un utterable agonies and exhausting the skill of physicians, he died on Saturday morning.

It would be a mistake to suppose that there are not men of ability on the Government side in the Canadian House of Commons, and men who mean to be honest, and who would prefer to act honestly and honorably in all things. But their men of ability abuse the talents they possess in endeavoring to represent the contract as very different from what it really is, to divert attention from the terms of that contract by the most shallow and shameless devices, and to so inflame the partizan feelings of the supporters of the Government as to render them regardless of all higher and better considerations, and men who would repel, with real indignation, any imputation of dishonest or dishonorable conduct, nevertheless are seen to prefer the interests of their party to the interests of their country, pleading to their own consciences, and sometimes making the plea in public, that the ratification of the contract, the vast addition to the public debt which must soon follow the increase of taxation, and the creation of a vast and frightful monopoly, are all, taken together, an evil less than the downfall of the Tory Government, which, they say, would be inevitable did Parliament refuse to ratify this contract. Sir C. Tupper, M. Langevin and several of the lesser lights of the party seek to defend the contract by alleging that Mr. Blake is inconsistent; that Mr. Blake is dangerous; that Mr. Blake, when leader of the Ontario Government, forced through the Legislature, after only a few hours' notice, resolutions appropriating a large sum for the promotion of railway enterprises in Ontario; that Mr. Blake, some time ago, did not value the lands in the North West very highly; that Mr. Blake himself is committed to the policy of building this road, and by a company, and a vast deal more as irrelevant. All this is said to inflame the Tory hatred and increase the Tory fear of Mr. Blake. From one-half to one-third of the speech of every one who has so far spoken on that side was devoted to abuse of Mr. Blake and to misrepresentation of what he has said about this contract. Another large part of every speech was devoted to the effort to prove that the terms outlined by Mr. Mackenzie's Bill of 1874 were much more advantageous to the contractors had a contract been made under it than are the terms of the present contract. The slightest comparison of the terms shows this to be a grave misstatement. Mr. Mackenzie's Bill authorised the Government to make—subject to the approval of Parliament—a contract under which twenty thousand acres of land per mile would be paid, and ten thousand dollars per mile in money. The quantity of land to be paid for the whole would be about fifty million acres, but that would not be the selected lands of the Fertile Belt, but the land of fair average quality lying in alternate blocks along the line of the road from Lake Nipissing to the Pacific, and those lands were not to be exempt from taxation, and the contractors would not be permitted to hold them for the purpose of speculation, or to demand an exorbitant price for them. The Government were to sell two-thirds of the lands, paying the proceeds over to the contractors, and such land as may be required in lieu of that which was not of a fair average quality, the Government, not the contractors, would select. Any man of common sense must see that the twenty-five million acres of lands in the Fertile Belt, carefully selected, which the present contract would give for the building of the very easiest parts of the road, is worth in the market very much more than the fifty millions which, under Mr. Mackenzie's Bill, would have been paid for the construction of the whole 2,700 miles. Then Mr. Mackenzie's Bill would have given twenty-seven millions in money and the interest for twenty-five years on any further sum that may be agreed upon and the other part of the price of the whole work, and from this the millions spent in surveying, and any money expended in construction, would be deducted; but this contract gives twenty-five million dollars actually, and binds the Government to complete the most difficult sections of the road, which they say will cost twenty-eight millions more, and to hand these when completed over to the Syndicate, thus giving them at least fifty-three million dollars in cash besides the cost of surveys, which is over three millions more. Under Mr. Mackenzie's Bill the Governor General would always fix the rates of freight; under this contract the Governor General can not reduce the rates until the Syndicate earn more than ten per cent. on all the capital invested—including, as the best lawyers in the country say, the fifty-three millions spent or paid by the Government. Mr. Mackenzie's Bill made no provision for preventing the building of competing roads, or of roads to the American frontier. This contract prohibits the construction by any but the Syndicate of any road to the frontier for twenty years, and so creates one of the worst monopolies that ever existed in any part of the world, enabling them to levy what rates they please on all that comes out of that vast country and all that goes into it. These being the plain, manifest facts it must seem strange that any man who valued the respect of his fellow-men, or who respected himself, would dare to assert that the contract is more advantageous to the country than such a contract as might have been framed within the limits set by Mr. Mackenzie's Bill, but such are the allegations which the speakers on the Government side made in sheer desperations for want of better, and not only when they may be supposed to speak in ignorance, but even after the terms had been contrasted by several of the speakers on the Opposition side. Mr. Mackenzie, in his very able and telling speech, exposed very clearly the insincerity, and, indeed, the untruthfulness of those who pretend to find either in his Act or in the policy he pursued any justification for supporting this Act.

The members of the Government and their supporters all allege that the Opposition misrepresent the terms of the contract. Sir C. Tupper goes so far as to say—and he has said this several times—that they misrepresent the terms because they are unable to find fault with anything that really is in the contract. This is ridiculously absurd. No objection has yet been made to the contract that does not rest fully and fairly on the terms of that contract, and not one of them has been misrepresented. Challenged to show any one case or point in which any one on the Opposition side misrepresented the terms, he tried to argue that the Syndicate has not the right to select the fourteen million acres anywhere they please in the Fertile Belt or outside of it; but as the words of the contract are very plain on this point, he next labored to show that the Syndicate could select lands at their pleasure only where they had built branch railroads. Being shown that the contract does not require them to build, but only to lay out branch roads on a map, he tried to argue that they have not the right of selection, because, wherever they do select, the Government are entitled to the alternate blocks. Such is their style of argument when they condescend to discuss the terms of the contract. Naturally, as the terms are all so very bad, they prefer to say little about them, and find it easier, and perhaps more useful, to abuse their opponents and misrepresent their language, their conduct and their motives.

It was supposed that a vote would have been taken last week on the resolutions approving of the contract with the Syndicate for the construction of the Canada Pacific railroad, but the Opposition continued to do battle for public rights, and the Government appeared to be quite willing to allow their own supporters to do a great deal of talking. They desired that when the vote was taken none of their former supporters should be found voting against their resolutions, because if even but three or four of a set of men usually so subservient appeared to be forced into independent action by the monstrous nature of this measure, the effect on the constituencies must be hurtful to Toryism everywhere. It was a work of much greater difficulty than the Government expected to induce all their supporters to stand by them in this case. It is now evident that if they had succeeded in forcing a vote before Christmas they would have lost many of them. Several caucuses were held, the most piteous appeals were made in public and private to the partizan feelings and personal fidelity of the more scrupulous or more timid of the party, and with those who were regarded as availing themselves of this opportunity to enhance the value of their services, other means were successfully employed. The proposal of the new Syndicate excited anew the objections and the fears of the more timid of the party, and on Tuesday of last week Sir John A. Macdonald labored to satisfy his supporters that the new proposal was a political trick, a sham, a farce, etc., etc. He asserted that the new proposal would not bind the parties to construct the expensive ends. To prove this he was obliged to assert that if this offer were accepted the Government must resign, and that the Opposition obtaining power would, under the alternative proposal of the offer, relieve the new Syndicate from that onerous obligation. The alternative would not itself relieve the parties to the offer in the slightest degree. Indeed it seems rather to place the right of determining what should be done more absolutely in the hands of the Government, and, therefore, to give force to his objection on this point, Sir John declared that the Government must fall if the contract were not ratified. This declaration had another effect. It put the Government and their supporters in such a condition that a vote against the contract must be regarded as a vote against the Government, and so the last screw could be applied to the hesitating and the unwilling at the caucus which was to be held next morning. It was so applied, and effectually, we believe. After that there was no longer any doubt or hesitation on the Government side. A few with a reputation which they thought worth preserving, or with constituencies which they knew to be hostile to the scheme, still pretended to make objection to some of the provisions, and to express regret that these could not be changed, but others boldly asserted that the bargain is not only the best that could have been made, but that it is essentially a right good bargain for the country, and not advantageous to the contractors. Indeed some went so far as to say that the contractors undertake to give us a great deal more than we should expect for the paltry twenty-five million dollars, and twenty-eight millions, and the land we are to give them, which will have little or no value until the railroad is built.

Sir John A. Macdonald endeavored to defend the monopoly to be created by arguing that it is necessary to enable the contractors to build the difficult ends, and work them when built, and so carry out the grand idea of having a railroad from the Atlantic to the Pacific on Canadian soil. He asserted that were competing lines, or lines to the frontier, permitted, the business of the Canadian road would be depleted, and the trade which Canadians should do would be done by Americans. He forgot, or he sought to keep out of view the fact that the Syndicate with which he has made this contract is now really an American company, owning now a great railroad in the United States, over which it will be their interest to direct all the trade of the North West for the next ten years, even if they do proceed with the construction of the road north of Lake Superior, and after ten years if they find it more profitable to send the wheat, etc., of the North West to New York via Chicago than to Montreal by the north shore of Lake Superior, where, through all the long dreary winters of that region, it will be exceedingly difficult to run trains at all.

Sir John A. Macdonald had a double purpose to serve in declaring that the honor and faith of the Government were pledged for the ratification of the contract, and that if it were not ratified they would resign. He and his colleagues in reality never had the faintest idea of resigning. If their majority were only a dozen or a score, and the chances of their securing the ratification were doubtful, they would have made no such declaration. But after weeks of canvassing and whipping, coaxing and caucusing, there were still several of the Government supporters who shrank from a vote which they knew would seal their own fate, and probably prove the ruin of their party. This declaration of the intention of the Government to resign was made for the purpose of forcing those men to sacrifice their convictions to party. Sir John, it is evident, would not have resorted to means so desperate, or have permitted the world to see that all his secret efforts had failed to hold his party quite together if he could have avoided it; but, although he was sure of a large majority, he appeared to think it of importance that even a few of the party should not vote against the ratification. Rumor gives various reasons for this desperate determination to hold all his men well in hand.

The other purpose was to satisfy those who believe in him that those who made the offer did not intend to build the ends which will cost so much and pay so little. The contract really does not bind the syndicate to build the ends, although Sir John strove to argue that it does. The offer would enable the Government at any time to postpone or abandon the construction of the ends without loss to the country. Sir John asserted that this change was made because the members of the new syndicate knew that if the contract were not ratified then the Government must resign, their friends would come in and they would be relieved from the obligation to build the ends. Now in the first place there was no necessity that the Government should resign. In the next place if a change of Government did take place the new Government must appeal to the people, as they could not think of working with the present House, and moreover any Government could under either contract or offer, make arrangement with the contractors for the postponement of the ends. Yet he talked and others after him ranted about the plot, the scheme, the trick which would delay indefinitely the construction of a railroad from the Atlantic to the Pacific on British soil, and, binding the North-West and British Columbia to the other Provinces, complete the work of Confederation. All that was said on this question on the Government side was the merest buncombe. Few if any of the men who talked it themselves believed that there was anything in this most sophistical objection. Yet they pretended to attach much importance to it, for the simple reason that they have nothing better to say.

Mr. Blake's amendment, which is an admirable summary of the whole case, created almost as much confusion in the Government ranks as the proposal of the new Syndicate. He supported it in a speech of great power and force. The ministerialists would gladly have avoided voting on it, as Mr. McDougall admitted when he spoke of its being out of order. They know that the people will all read this amendment, and that they must believe its every statement. No honest man who reads that amendment will vote for any one of those who now vote against it.

Sir S. L. Tilley tried to weaken the effect of Mr. Blake's amendment and speech. The Tory papers say that he quite demolished both. The truth is that his speech was of the forcible feeble kind, and was regarded by all who heard it as one of the weakest he ever made. He spoke very loudly, often shouting, using much random emphasis, gesticulating forcibly and occasionally thumping his desk very effectively, but his speech was for the greater part a clumsy repetition of the sophistries and fallacies of his leader, abuse of the members of the new syndicate, assertions that their offer was a political trick, an assertion that it did not provide for the immediate construction of the road, etc., etc. He tried to convict the Opposition of inconsistency, and argued that the Act of 1874 contemplated a much larger expenditure than the contract provided for. He used a whole cloud of figures for this purpose, the sum and substance of which is that the land around Lake Superior and the Rocky Mountains should be valued as high per acre as the choice lands in the Fertile Belt, and therefore that the higher price put on the lands in the belt the better will appear the contract as contrasted with the terms of that Act. As if this were not sufficient outrage on commonsense he added to the cost under the Act the subsidy paid to the Canada Pacific, the proposed subsidy for the Georgian Bay Branch and an imaginary twelve and a half millions, which he assumed would be paid under the clause authorising the persons invited to tender to subscribe one-third of the money in addition to the ten thousand dollars a mile they would require to be paid by way of a terminable four per cent. annuity. He made the wonderful discovery that as under the Act of 1874 two-thirds of the land subsidy would remain unearned in the control of the Government, it would be exempt from taxation, but he forgot to add, or he did not know, that it was to be controlled by the Government in order that everything possible may be done to promote its speedy settlement. The strangest part of his speech was that in which he argued that because the rate per head of taxation in 1876-7 was less per head than in previous years, the Government might have incurred greater liabilities, and imposed additional taxation for the purpose of hastening the construction of the railroad without exposing themselves to the charge of having violated the spirit of that resolution which declares that the road is to be so built as not to increase the rate of taxation. This shows what a precious financier he is; how much he knows of the fundamental principles of sound financing.

He knew and he stated that the rate of taxation was increased in 1874. He knew and he gave the figures to show that notwithstanding that increase in the rate of taxation the actual receipts from Customs and Excise fell off. He knew that this decline in the revenues was caused by the business depression which prevailed all over the world, the poverty of the people and their inability to purchase duty paying merchandize, and yet he coolly argued that because the rate per head was small, and because of the people's poverty, the Government could without impropriety and should have so added to the taxes as to extort from the impoverished people as much money as would raise the rate per head to what they had paid in the most prosperous times and under a rate of taxation lower even than that of 1874.

It could scarcely be believed that any man possessing the slightest knowledge of business, of the principles of Finance, or of the condition of the country, could utter such preposterous nonsense; but if you doubt it read what he said on this question as it appears in *Hansard.*

And then he boasted that the surplus of this year will be enough to pay the interest of the whole amount of this railway debt as limited by the contract. What sort of man can he be who can boast that by taxing flour, and meal, and coal, and iron, and other raw materials, and raising the duties on the clothes of the poor to thirty-five, and, in many cases, fifty or sixty per cent., he has wrung from the people of New Brunswick, Nova Scotia, Prince Edward Island, Quebec and Ontario money enough to pay the interest on the cost of this vast undertaking. Let every poor man when he pays more for his barrel of flour, or his ton of coal, more for his shoes, his coat, his trowsers, more for the blankets which he can not afford to buy perhaps in sufficient numbers to keep his children warm in the cold winter nights; more for the cottons and flannels which his wife and children require, console himself with the reflection that if he cannot now buy all he and his family are in need of, although he spends as much money as he spent when they were comfortably clad—let him console himself with the idea that the money extorted from him and his fellows goes to the Finance Minister to boast that he has a surplus to sink in the Rocky Mountains, or bury in the wilderness north of Lake Superior.

A correspondent at Rome telegraphs as follows:—Since the arrest of the American forgers at Florence, Turin and Milan, important papers have been found secreted in their luggage showing that their operations extended throughout the United States, Canada, England, France, Belgium and Italy revealing the names of their confederates, some of whom have since been arrested in different parts of Europe. Among their operations were forgeries several years ago on the Board of Education of New York; passing bogus cheques in Cheyenne, Salt Lake City, San Francisco and Sacramento; robberies on board the Pacific mail steamers; forgeries and swindling operations in Cincinnati, Louisville, Richmond, Baltimore, New York and Boston; forged drafts on Alexander Brown & Co., Balto, Seligman & Co., New York; the Planters' Bank of St. Louis; the Bank of California, and on banks in Boston and Buffalo; forgeries of the Erie Central Pacific and Chicago and South-Western bonds; sales in Europe of $50 bills on the Broadway and tradesmen Bank, New York and of Montreal; notes, counterfeiting letters of credit on Brown Bros. & Co., of New York; thefts of French and Russian bonds on the Calais and Dover steamers, and forgeries of French 3 per cent. and Italian 3 per cent. bonds. Parts of the proceeds of the Trenton Bank robbery have also been found upon them. These are the results of the investigation so far. No doubt there are numerous other crimes to be added to the catalogue.

THE PUBLIC ACCOUNTS.

HOW MINISTERIAL SUPPORTERS AND PATRIOTS ARE REWARDED.

[From the Correspondent of the Toronto Globe.]

A cursory glance over the pages of the Public Accounts just brought down reveals a most corrupt state of affairs. An evident attempt has been made to disguise the jobbery by charging the items under improper heads. Another trick is to divide one item into several parts so as to make it look small and pass without challenge. The Hon. J. C. Pope, Minister of Marine, appears to have looked after his relatives pretty well. Take the following among other instances:—Hon. Joseph Pope, his father, appointed to a $1,650 per annum position in the auditor's office at Charlottetown; a *douceur* to the Hon. W. H. Pope, County Court Judge, P. E. I., $400; other relatives of the Minister of Marine figure throughout the volume. Martin J. Griffin, the *Mail's* Ottawa correspondent, receives $200 for special service, the nature of which is not stated. H. Bernard receives a similar sum for undefined special service. Cab hire has once more become an important item. A few of the most noticeable payment under this head are these:—Governor-General's Department, $152; Privy Council Department, $200; Sir Alexander Campbell, personally, $183; his subordinates, $60; Department of the Interior, $170; Finance Department, $125; Inland Revenue Department, $277, and that sum to one man; Postoffice Department, $140; total, $1,237 for cab hire. Travelling expenses appear to be enormous. Apart from those of the subordinates employees, the following are a few of the amounts for travelling expenses paid to Ministers:—Hon. John O'Connor, $92; Hon. Jas. Macdonald, $214; Sir Leonard Tilley, $520; Hon. Mackenzie Bowell, $200; Hon. Mr. Baby, $300; the Postmaster-General is credited with $5,000 for travelling expenses, and his staff $1,600; Hon. Mr. Wilmot, $300. Under the head of Railways in British Columbia, Sir John Macdonald is paid $2,324 for travelling expense, a queer place to find such an expenditure in; and under the head of Pacific Railway Surveys, $120 for his passage ticket to England. The Letellier embroglio appears to have been a mine of wealth to the Government and their supporters. The travelling expenses of the Privy Council to attend the famous Council meeting at Quebec amounted to $242; Hon. J. J. C. Abbott, for ninety-eight days services in connection with Letellier case, $1,960; the expenses of Messrs. Langevin and Abbott in this connection to England, $2,630; total, $5,702.

The various Departments appear to have an inordinate taste for periodicals, books, and other literature, and the Auditor General has taken exception to this expenditure as illegal. These are specimen items:—Governor General's Department, Periodicals, $155, and subscriptions to and advertisements in newspapers, $991; Privy Council Department—Periodicals, $171; Department of Justice—Newspapers and advertising, $442; Militia and Defence—Books $240, and newspapers and advertisements $641; Department of the Interior—Newspapers and advertising, $833; Finance—Newspapers and advertising, $1,010; Customs—Ditto, $1,151; Inland Revenue—Books $200, newspapers and advertising $479; Railways and Canals—Do., $328; Postoffice Department—Books, $300.

A number of old Tory friends appear to turn up on every page. E. J. Stephenson, son of Rufus Stephenson, M. P., is paid $2,891 for the postal guides which contained the Y