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The number of Hilber. Testaments, and Portions which have been issued from the Society and thouse of the showed the state of the showed the showed the state of the showed the s

BIRTHS. GRAHAME—On the 2ith April, at Fort Garry, the wife of James A. Grahame, Esq., Hudson's Bay Company, of a daughter. ADAMS -In London, on the 9th May, the wife of Ed. Adams, of a daughter. BHEPHEKED—At Ottawa, on the 7th instant, the wife of Mr. John Shepherd, Riaeau street, e a daughter. WRIGHT—On the 9th instant, at 98 Beech street, the wife of Alexander B. Wright, of a daughter. McDonnough-On the 19th instant, at 8. Maitland street, the wife of Jas McDunnough, of a son. OHLM-UR-At 201 Spadina Avenue, Toronto, on the 11th instant, the wife of Root Gilmour, C.E., of a son. C.E., or a son.

Stork—On the 7th instant, at 239 Yonge street, the wife of W. H. Stone, of a son.

SOMERS—At Avenue Road, Yorkville, May 18th, the wife of F. Somers, of a daughter. Sivewright -At Florence, on Tuesday, the Sth Way, 1877, the wife of James A. Sivewright M.D., of a son. CALDERCE_At Owen Sound, on the 8th inst, the wife of Mr. Wn. Caldbeck, of a son. FLEMING—On the 18th inst, at No. 30 Walton Street, the wife of Thomas A. Fleming, Ac-countant Provincial Insurance Company, of a daughter. FULLER-In Kingston, on the 10th inst., the wife of W. H. Full r. of a daughter at the FOSTER-On the 7th inst., at The Pines, Davisville, the wife of T. G. Foster, of a daughter. MARRIIGES.

Chalut—Suddenly, at Montreal. Francois Chalut, Esq., of Black River, in the 78th year of his age. BRICKNALL—In Kingston on May 8th Matilda Molyneux, wife of Nathan A. Bricknall, Esq. of Ernesttown, aged 31 years. On the 11th instant, Hugh Jeffer or Mr. W. Robinson, jr. aged 5 days.

VENNOR—At Montreal, on the 9th instant,
Marlon Paterson, wife of Henry Vennor, Esq.,
aged 79 years.

BATXY—At 408 Jarvis street, on Saturday
evening Susan Jeanne, wife of Wm Bayly, and
daughter of the late Hon. John Wilson, aged 37
years and 9 months. BECK-On Sunday, the 13th inst, Samuel Beck proprietor Revere House, Brampton aged WHITLAM—At noon to-day, at 80 Elm street, Mary, wife of the late Captain John Whitlam, aged 45 years. Gowan- In Kingston, on Friday, May 11th, infant son of Capt, John Gowan. Moore—In Brantford, on Thursday, 10th nst., James Moore, J. P., aged 63 years. HUGHES—On the 15th instant, at the residence of his father. No. 137 Brock street, Thomas Brown Hughes, youngest son of William Hughes, Esq., aged 13 months and 19 days. FAHEY-Of congestion of the lungs, on the th instant, Thomas Henry Fahey, aged 30

The Weekly Mail.

TORONTO, FRIDAY, MAY 18, 1877. numerous inquiries, we beg to state that if advertisements inserted in The Weekly Mail 8 offering special indocements to subscribers to this paper, simply pledge the advertisements themselves, and are inserted as paid for business announcements with which The Mail has no connection.

STEEL RAILS-AND STEEL RAILS! Messes. Haws & Co. are a shipping and brokerage firm in Liverpool, England, through whom steel rails were purchased for the Government of the Domin-

Trust.

The second of the seco ion to the extent of 6,000 tons. The orders were given by Mr. Carvell, at the time Manager of the Government to the time Manager of the Government to the time Manager of the Government to the late Administration of the late Administration of the late Administration of the late Administration with any of the late Administration with any of the late Administration with any of the late Administration of the late Administration of the late Administration with any of the late Administration with any of the late Administration of the late Administration with any of the late Administration with the later and the later Mr. Carvell he looked into these purchases and concluded that Messrs. Haws & Co., who were paid a commission for their services in the transactions, had to their notice charged the rails at higher prices than they had paid for them, and the result of his enquiries led to an investigation by a sub-Committee of the Public Accounts Committee in the session of Minister of Public Works (1977). 1875. As a result of this investigation position the officer of who made the purchase the Government instituted a suit against so loudly condemned.

Messrs. Haws & Co. in the Court of to Mr. Carvell to say Messrs. Haws & Co. in the Court of Chancery in England. No defence appears to have been made to the suit, and judgment was recently given in favour of the Government for £4,040 ag.

Prima facie, that Messrs. Haws & Co. allowed judgment to go against them by default is severe condemnation of their conduct. It is conduct which, when the facts were partially elicited in the Committee, we regarded as having a bad appearance, and we certainly have nothing to say in their favour now. But as Mr. Mackenzie's chief organ makes one of its characteristic attempts to slander the late Gevernment in connection with the transactions and to shield him from blame, we are called upon to say that in some most important particulars that paper grossly distorts the facts, and that its conclusions are on the whole as disgraceful as many other of the efforts put forth by it to cover up the shortconings of the Minister of Public Works.

Mr. CARVELL was General Superintendent of the Province railways, which in time became part of the Intercolonist system. He had large powers in the purchase of supplies of all kinds—in fact absolute authority, to use the words of the Committee. Mr. CARVELL, in his examination, said: "In the capacity of "manager I had authority to give orders for supplies of everything that was "required in the management of the "railway." Clothed with these powers, he ordered the 6,000 tons of rails which are now the subject of discussion, at various periods, to which we shall refer the facts. Chancery in England. No defence ap- made the ber

Representations made to them caused them to send an Ontario Engineer to examine thoroughly into the working of the Province railways, and his report was of a character which, in 1873, when they had reason to believe they were quite secure in their places, led them to pass an Order-in-Council requiring that all supplies for the railways should be obtained by competition. The Order-in-Council was at once fowarded to Mr. CARWELL But this, let it be understood, was before the Government had any knowledge of the transactions in steel rails which became the subject of enquiry in 1875, and which, as we shall show, is infamously misrepresented, with a view to damaging the present Government to escape responsibility for their own conduct. The Order-in-Council passed in 1873 must have been disregarded by Mr. MACKENZIE,

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he ordered the 6,000 tons of rails which are now the subject of discussion, at various periods, to which we shall refer more particularly further on. Perhaps it may be said that Mr. CARVELL's powers were too large. To this it has to be said, in reply, that the same extensive authority has been exercised by Mr. BRYDGES ever since he succeeded Mr. CARVELL'S THEE WAR.

THE latest news looks as if England would be certainly drawn into the war, what he may do. Last session a return was brought down to Parliament, ordered the previous session, in reference to Russia are increasing, and a rupture is exwell be certainly drawn into the war, what he may do. Last session a return was brought down to Parliament, ordered the previous assaion, in reference to the iron roof of the station house to be erected at Halifax. Mr. BENDOES, as appears from the return, sent an Engineer of the Intercolonial railway to examine several stations on the continent, and having received his report, he mays: "I there "fore directed him to make the arrange" ment," etc. And the Engineer, writing to Mr. BENDOES, says: "When in "Philadelphia the other day, I directed the firm to proceed with the work "under the erebal authority I received of from you in Montreal." So that not only does Mr. BENDOES exercise as absolute a control as did Mr. CARNELL, but a mere verbal instruction was regarded as sufficient to cover a work which was to cost \$12,800; it was not of sufficient consequence to be put in writing! We onsequence to be put in writing! We of recent date and have the official imprimature stamped upon them. There are hundreds of other transactions by him, in his position as Superintendent of the Intercolonial railway, which show with equal clearness the absolute character of the authority wielded by him. So that Mr. MACKENZIE has continued a system which his suit against HAWS & Co. must convince him is liable to be abused.

As a matter of fact, however, the large are large hostife fore saused them to send an Ontario Engineer to examine thoroughly into the working of the province railways, and his report was of a character which, in 1873, when an experience of the province railways, and his report was of a character which, in 1875, were