New Advertisements

The Red Store—Crefts & Johnston.
Building Lots for Sale—Davison & Johnston.
2 Houses and Lot for Sale—W. R. Squier or D. Gordon.
Dissolution of Partnership—Gledhill & McQuoid.
Extensive Auction Sale—E. Woodcock.
Chancery Sale of Farm in Hullett—T. W. Taylor.
Chancery Sale of Farm in Wawanosh—T. W. Taylor.
Important to Cheese Makers—John Andrews.

Law Respecting Newspapers

1. Subscribers who do not give express notice to the contrary, are considered as wishing to continue their subscriptions.
2. If subscribers order the discontinuance of their periodicals or newspapers, the publisher or publishers may continue to send them until all arrears are paid up; and subscribers are held responsible for all numbers sent.
3. If subscribers neglect or refuse to take the periodicals or newspapers from the office to which they are directed, they are held responsible till they have settled their bills. Sending numbers back, or leaving them in the office, is not such notice of discontinuance as the law requires.
4. If subscribers remove to other places without informing the Publisher, and their periodicals or newspapers are sent to the former directions, they are held responsible.

☞ Geo. P. Rowell & Co., 40 Park Row, and S. M. Pettingill & Co., 37 Park Row, are our only authorized Advertising Agents in New York.

The date after each Subscriber's name on the address indicates the time to which his Subscription is paid. Thus, 'PETER SMITH, 1 March 72,' means that Mr. Smith's Subscription is paid up to 1st March and that he owes from that date. Subscribers will see it to be to their interest to renew promptly, as our terms are $1.50 STRICTLY IN ADVANCE, *otherwise* $2 *will be charged.*

Grand Trunk Railway.

GODERICH STATION

Trains leave as follows,—

Mail	7.00 a. m.
Express	10.00 " "
Mixed	12.30 p. m.
"	3.30 " "

Trains are due as follows,—

Mixed	9.30 " "
Express	2.00 p. m.
Mixed	5.10 " "
Mail	9.35 " "

Subscribers will confer a favour by notifying us of any irregularity in the delivery of their papers.

We shall be glad at all times to receive items of local news, reports of meetings, accidents, or any incident of interest either in the locality where it occurs or to the county at large. Such matter may be sent at the rate of a cent per oz. if marked Printer's Copy and not sealed. To ensure publication in any particular issue it should reach the office not later than Monday evening.

Our Agents.

North Huron—D. McLaren.
South Huron—S. T. Church.
Both these gentlemen are authorized to receive subscriptions and orders for job printing and advertising and to grant receipts.

Huron Signal.

GODERICH, July 23, 1873.

Extra copies of this day's Signal can be had at the Office—price 5 cents.

G. W. McMullen's letter.

We devote a considerable portion of our space today to the reproduction of a letter sent by G. W. McMullan, one of Sir Hugh Allan's partners in the Pacific Railway negociations, to the *Globe*. The document speaks for itself and fully establishes Mr. Huntington's charges against the Government. We have all along hesitated to believe that the Government could be guilty of the charge brought against them. The publication of the correspondence between Sir Hugh Allan and his American friends showed there was something in the charge, and Mr. McMullen's letter fully establishes their guilt. Of course the *Mail*, which it must be remembered is partly owned by members of the Government, and interested in Allan as well, endeavours to explain it away and denounces Mr. McMullen as "A shameless rascal," but the public know which to credit most, the statement of parties implicated, backed up by letters and telegrams, or the stories told by the accused and their subsidized organ. Even the Montreal *Gazette* now demands a thorough investigation let who will suffer. A lively time may be expected when the house meets in August. It is said Sir John will advise a prorogation at once, but it is highly improbable Lord Dufferin will allow his ministers to continue under the imputation of having committed such frauds. They must either clear themselves or cease to govern.

George Brown and the Pacific Railway Scandal.

The Tory press has been endeavoring to show that George Brown of the *Globe* *must* be implicated in the Pacific Railway business and desires to get out of the way, because the announcement is made that he is about leaving for Europe. Our readers are aware that in Sir Hugh Allan's allotment of stock $50,000 worth was put down for Mr. Brown, but he refused to accept of it or to have anything to do with the road. Thereupon Mr. Howland's name was substituted for Mr. Brown's. This is proved by a telegram of Sir Hugh Allan. The Tory organs try to prove Sir John A. Macdonald's innocence by showing George Brown's guilt, and assert that it is *convenient* for the latter to get out of the way in order to avoid being examined before an investigating committee. We regret to learn that the *true* cause of Mr. Brown's journey is the fact that he is suffering from what is known as Bright's disease, to which literary men are peculiarly liable. In the hope that his health may be improved he is about to seek rest and change of air, and we sincerely trust he may return from his trip improved in health and more ready than ever to battle for the right. Will the Tory organs who have been circulating the slander as to the cause of his going be so good as to retract. The London *Free Press*, which we are happy to say is not so unreasonable as many of its Tory confreres, has already done so. Will the *Mail* and its satellites also make the *amende honorable*. We scarcely expect it from them.

General Prosperity.

The general prosperity of the country is shown by the fact that the convicts in the Kingston Penitentiary is much smaller now than it has been for some years. This is a healthy and happy state of affairs. The *Whig* says:—

"In the female department there are only 20 inmates, and one leaves next week. During the American war there were 850 male and 70 female prisoners. Now there are only 368 males, besides the 120 lately transferred to the Isle Jesus. The number is sensibly diminishing from the rise in wages and general prosperity, the more lenient sentences of the judges, the general spread of kindly feeling towards released convicts throughout the community, and partly, adds a Montreal writer, from the admirable spirit, combining firmness and humanity, infused into the institution by the present excellent warden, Mr. Creighton."

NEWS OF THE WEEK.

The London *Gazette* announces that the Queen has given her consent to the marriage of Prince Arthur with the Grand Duchess Maria Alexandrina Christiana.

The Khan of Khiva has signed a convention to pay Russia two million roubels indemnity within two years, in virtue of which he is confirmed on his Throne.

An Irish team have carried off the Elcho shield at Wimbledon, being the first time that Irish Riflemen have carried off this prize from the Englishmen.

The Carlists appear to be gradually gaining ground in Spain.

Rev. Samuel Wilberforce, Bishop of Winchester, was killed by falling from his horse on Friday last.

Several thunder storms which did considerable damage, are reported from various parts of this province.

A fire occurred in Montreal last Saturday which destroyed 20 buildings. Loss $75,000.

LOCAL NEWS

Change of Name.—The name of the Post office at Devon has been changed to Centralia.

Cricket.—The Seaforth Club was defeated by the Stratford Cricketers on Saturday last by over 50 runs.

Crops & Journeyx, late Johnston & Bro. have received an immense stock of new Teas of a very superior quality.

Gone Away.—Mr. S. Furse, shoemaker, of this town, having disposed of the greater part of his stock, left town on Saturday last for St. Johns, Newfoundland, where his wife's friends reside. Mrs. Furse accompanied him. He expects to return to Goderich in the fall.

Death of Hon. W. B. Robinson.—Hon. W. B. Robinson, who has since 1852 been a Commissioner, and since 1864 Chief Commissioner of the Canada Company, died at Toronto on Friday last, aged 73. Mr. Robinson was for some years a member of the Government of Canada.

Committed for Trial.—A man named James Dunn was committed to jail here on Saturday last by the authorities at Clinton, on a charge of larceny. It appears he has been in the habit of helping himself to other people's property. He is also wanted at Bowmanville to answer to a charge for rape.

Accident.—The Kincardine *Review* is sorry to learn that Mr. R. Clergo, of Huron Township, got severly hurt by falling off a barn that was being raised, one day last week, on Mr. Finlay's farm. A beam on which he was standing gave way and he fell with it a distance of 12 or 15 feet. He was severely injured but is now recovering.

Railway Accidents.—The Stratford *Beacon* says the Grand Trunk Railway Co. have signified their intention to pay medical men for their attendance upon employees of the railway, who receive injuries while on duty. They have adopted a tariff of fees which is considered very satisfactory. Those injured have the right to employ any medical man they choose.

How well the Band plays, was remarked on all sides as the Brass Band gave one of their open air performances on the Square last Wednesday evening. They are certainly entitled to great credit for the diligence and perseverance with which they have practiced. They play very well indeed, but appeared to excel themselves on Wednesday evening, and the state of the air was such that they could be heard all over the town quite distinctly. Goderich has reason to be proud of its Band.

A Prosperous Business.—We understand the first year's operations of the Goderich Foundry and Manufacturing Company show a good return for the capital invested and that the shareholders have realized a handsome dividend. The company required more room, and have secured the premises on the opposite side of the street, formerly used as a foundry, for a moulding shop. If the present business continues they will require before long to erect much more extensive buildings. May they go on and prosper.

The Manitoba passed up on Friday morning last with a full cargo and a large load of passengers. She was unable to accomodate all who desired to take passage. Hundreds are far more applications for state rooms than the accomodations on board warranted. Twenty passengers were left behind at Sarnia, so several from here could not be accomodated, and there were also a number waiting at Kincardine, Southampton and other ports. The business of this line is so large and is growing so rapidly that increased vessel accomodation is urgently required.

Complimentary Address. — After leaving this port on her last downward trip, Captain Symes of the steamer *Manitoba* was presented with a complimentary address by Hon. Alex. Vidal, on behalf of himself and his fellow passengers, thanking that officer for the kindness and courtesy shown by himself and his officers to all on board and complimenting the captain on his ability as a commander. We know of no vessel which has a more capable and popular set of officers than the *Manitoba*, and we are pleased to learn that the business of the line is constantly on the increase.

Thieving.—One night last week a mean thief carried off from the garden of M. C. Cameron, Esq., a number of pots of green house plants which had been set outside for the summer, some of them being rare and valuable varieties. The thief *borrowed* Mr. Cameron's wheelbarrow to convey his booty home, returning it after having done so. In the morning the track of the wheelbarrow was traced up the Cambria Road to a house in the neighborhood of the foundry, and as there was no doubt where the plants had gone a search warrant was obtained. On examining the house in question the stolen property could not be discovered, it having no doubt been removed between the time when Mr. Cameron's son, with the gardener, were seen tracing the wheelbarrow marks to the house, and the procuring of the warrant. As there is no doubt as to who the thief is his subsequent movements will be watched, and it would be well for him to act more honestly in future if he wishes to keep out of trouble. It is very annoying to have one's garden robbed, and as this sort of thing is of frequent occurrence we trust the guilty parties may be secured and punished.

R. Hawley, Esq., has furnished us with a Detroit paper containing certain correspondence which he has had with W. M. Burwell, Esq., of New Orleans, on the subject of direct trade between Detroit and that city. The two places are connected by rail so closely that the journey may be made in 57 hours. Mr. Burwell points out the advantage of "longitudinal trade or exchange of commodities produced on different parallels of latitude." He thinks it would be to the advantage of Detroit merchants to import Southern fruits, sugars, coffees, dye woods, hides, &c., by this inboard route *via* the Hudson or St. Lawrence rivers. The correspondence has been laid before the Detroit Board of Trade, which has suggested to the merchants of Michigan that they may find it to their advantage to test the relative cost of merchandize referred to when purchased in the Atlantic cities or in New Orleans, and transported over the inland route. Should a direct trade spring up Western Canada would no doubt be benefited, and the advantages Goderich affords as a watering place might be brought more prominently before the people of the Southern States.

McKillop.

Sheep Killed by Dogs.—On Friday night last Mr. Thomas Govenlock, of McKillop, had some thirteen sheep badly worried and torn by dogs. Three of the sheep were dead when found, and some of the injured ones have since died. Two of the dogs suspected of committing the damage have been discovered, and have been dispatched by their owners.—*Expositor.*

Lucknow.

A Heavy Load.—Mr. Maxwell Stevenson, of Lucknow, owns a span of four year old colts, that are considerably noted for their strength. One day last week, he drew a load of lumber into Lucknow, and curiosity tempted some of the villagers to have it weighed, when to the surprise of the by-standers it was found to weigh 8760 lbs.—Whose colts can beat that?—*Review.*

Hullett.

House Struck by Lightning.—During the thunder storm on Thursday morning last, a frame dwelling house, on the 11th Concession of Hullett, the residence of Mr. Thomas Wilson, was struck by lightning. The fluid ignited the building which was immediately in flames. The house and contents were entirely consumed. Mr. Wilson and his family barely escaped with their lives. When they were awakened the whole back part of the house was in flames. The loss will amount to about $600. There was an insurance of $300 on the house.—*Expositor.*

Clinton.

Clinton Vital Statistics.—38 Births, 24 Marriages, and 14 Deaths, were registered in the office of the village clerk for the half-year ending 30th of June.

Flax.—We have received two or three samples of flax grown in this neighborhood that is of very superior growth. The tallest specimen was full four feet high, stout in proportion, and well balled. It was feared, at one time, that flax would be a failure, owing to the drought, but the rains fell at the opportune moment, and the seeds all germinated and sprung up at once, covering the ground from the sun, so that the moisture was retained in the ground, and soon produced a luxuriant crop. We understand that the flax factory in this village have some hundred and fifty acres sown, most all of fine growth.—*New Era.*

Exeter.

Narrow Escape.—On Monday of last week a little boy, son of W. H. Verity, Esq., of Exeter, accidentally fell from a window in the second story of his father's house to the ground. Though the distance was considerable he sustained very slight injuries.

Bazaar and Festival.—The Bazaar and Festival under the auspices of the Ladies' Aid society in connection with Christ's Church here came of in the Drill Shed on the afternoon and evening of the 10th instant. The committee of management had evidently put forth every effort to make the affair a decided success, and its labors were amply rewarded. The Bible Christian, Wesleyan Methodist and English Church choirs were in attendance, and whom the musical talents of these three choirs united the pleasing effect produced was such it is said as has never been heard in Exeter before. The Zurich Band were also present and acquitted themselves admirably. The chair was filled by Rev. Mr. Barr, pastor of the church. Appropriate addresses were delivered by Rev. Mr. Gmeey of Usborne, Rev Mr. Lund of Exeter, Rev. Mr. Logan of Lucan, Rev. Mr. Holmes, and Rev. Mr. Hincks of Ingersoll. There were about 600 present. The total receipts amounted to to about $200, which goes towards the improvement of the Church.

Seaforth

A Horse Breaks its Neck.—Mr. B. Shantz of the flax mill lost a valuable horse last week. It was a young animal and pretty will and had been put through a course of training, and after having been learned pretty well threw himself down in the stall and broke his neck.

A Valuable House Bought.—Mr. Thos. Stephens, our enterprising townsman, has purchased that valuable two story brick house on the Huron Road (Goderich st.) from the late owner Mrs. Sparling for $3000. Mr. S. has got two acres of land at the back of the house in question. It is considered a good bargain, and with some improvements the property can easily be raised to the value of $4000 or $4500.

New Salt Works.—The new salt works owned by Carter Bros. was set in operation on Monday of last week and is working satisfactorily.

Examination of "Our School."—The Seaforth Common School was examined last week and we are happy to say that every department of our school is in a very satisfactory condition. The state of our school will compare favorably, we believe, with any school in the County. We have an excellent staff of teachers, consisting of two male teachers, Mr. Birchard, Principal—Mr. McFaul 2nd master, and three female teachers, Miss McKenzie highest of the female teachers—Miss Keltie 2nd according to departments and Miss Schofield teacher of infant class. The names of those who were successful in carrying off prizes appear in the *Expositor*. Great interest was manifested in the examinations.

Diseases.—There is a good deal of sickness in town at present. A good number cases of Diarhœa and Dysentery, especially among children; while we have a large number of children with Hooping-cough in very many cases complicated with Bronchitis, Inflamation of the lungs, Diarhœa and Convulsions. Two deaths occurred amongst the children last week.

Kidnapping at Fort Garry.

News from Fort Garry, Manitoba, represents the country as in a state of great excitement, caused by the forcible abduction from that place, by Yankee detectives, of a British subject. A person known as "Lord Gordon," reported to be connected with the Gould Fisk Erie ring, has been rusticating in that country for eight months. On Tuesday evening, lst inst. as he was sitting on the verandah of the house of Hon. Jas. McKay, he was seized, pistols held to his head, tied, and borne off to a carriage in waiting, and driven away towards Pembina. A telegram was sent to Mr. Bradley, Collector of Customs there, whoarrested the whole party. The two American detectives were returned to Fort Garry and lodged in jail preparatory to an investigation of the outrage. There have recently been several mysterious moves among the detectives between there and Fort Garry, and it is believed that Jay Gould has one set of men trying to get the bonds of his held by Gordon and that Roberts had another set looking out for his interests. On suspicion of being implicated in the kidnapping affair, the Hon. Mr. Fletcher and Mr. Merriam, banker, both of Minnesota, who were at Fort Garry at the time, and an American merchant, a resident of the place were arrested also. Lord Gordon is arrested at the Mutanoc of his bail, a Mr. Roberts; and it is claimed that in arresting and attempting to carry off a principal on foreign soil the bail breaks no International law, unless the statute of the country expressly forbids it. This will appear rather a novel exposition of International law to most people, and it may be considered doubtful if it will hold water.

Stratford has had its Muncipal loan fund indebtedness reduced to $63,436

A new R. C. Church was consecrated at Windsor on Dominion Day.

The corner stone of a new Masonic Hall was laid at Hamilton on Dominion day.

Mr. Charles Connell, M. P. for Carleton County, N. B., died at Woodstock on Saturday week.

The Windsor school board has raised the salaries of its female teachers $50 per annum.

Judge Johnson has declined the Lieut-Governorship of Nova Scotia on account of ill health.

Four men have deserted from the gunboat Cherub at the port of St. John, N. B.

The Pacific Scandal.

ASTOUNDING REVELATIONS.

LETTER FROM G. W. MCMULLEN.

THE "MONETARY CONDITIONS" REVEALED.

HINCKS ACCEPTS AN "INDEFINITE LOAN."

LANGEVIN GETS $25,000.

JOHN A. DRAWS ON ABBOTT FOR TEN THOUSAND DOLLARS.

SENATOR FOSTER CONFIRMS MCMULLEN'S STATEMENTS.

JOHN A GIVES THE CHARTER AFTER SEEING ALLAN'S LETTERS.

JOHN A.'S AND CARTIER'S OWN LETTERS AND DESPATCHES.

The following correspondence has been sent to us for publication:—

MR. M'MULLEN'S NARRATIVE

To the Editor of the Globe.

Sir,—So much has been said of late 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 it 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. Wm. Kertsman, 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. Kertsman visited Chicago, and the result was, on their representations, that with my friends I proceeded to organize a company which would undertake to build a road, on terms approximating those which current rumour reported the Government as 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 become apparent to myself and associates that Waddington had been over sanguine in his idea that the Government would be found to 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 Ministers, with the understanding that if occasion for it arose we were to hear from them. Some few weeks afterwards, Mr. Chas. M. Smith, 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 enter 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 preminently in the matter. As the gentleman applied to were both unwilling and unable to change existing arrangements, Sir Francis, on his return, seems to have given the advice left with him in the letter to Hugh Allan, and his letter to us followed. The result was an interview, in Montreal, early in September, at which the first preliminaries were settled between Sir Hugh Allan, Chas. M. Smith and myself, by which Sir Hugh Allan was to take 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 took leave, at which he expressed the approval of the Government at the proposed meeting, and requested me to meet him at Ottawa, after it was over, to let him know the result. I accordingly went to Ottawa and explained to him that 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 in addition to 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 26th, 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 contained 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 made to me of the expenditure of this sum were the payment of $4,000 to *La Minerve* newspaper, and $3,000 each to three other French papers, whose names I cannot positively remember; $6,000 to Attorney-General Ouimet, for aid rendered in the matter, 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 Canada 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 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 Intercoeanic Company to raise the American bogbear, which they had been trying to allay, and they promised to take the responsibility with Sir John of my failure to do so 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 he was pledged 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, at the same time, was hopeful approaching, and then his French friends would make their power felt, and Cartier must either yield to Lever's wishes, or else he stood a poor chance to be elected. On August 6th, he wrote again stating that he had brought them to 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 $280,000 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 $349,000 gold, with $13,500 more to pay, and he urged speedy arrangements 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 letter as stated. 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 awhile 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 obligation, and on the understanding that Sir Hugh should advance more to aid the elections of Government supporters. After having Sir George sign an agreement, as stated in letter of August 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 he obtained a settlement for his personal advancement. Sir John said the Government arrangements had gone so far that they could do neither, and he 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 then to face the public when they knew 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 whodealt 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 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 check 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 October 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 inquiry 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 such a road, and they promised to take the responsibility with Sir John of my failure to do so 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 he was pledged 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, at the same time, was hopeful approaching, and then his French friends would make their power felt, and Cartier must either yield to Lever's wishes, or else he stood a poor chance to be elected. On August 6th, he wrote again stating that he had brought them to 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 $280,000 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 $349,000 gold, with $13,500 more to pay, and he urged speedy arrangements 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 letter as stated. 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 awhile 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 obligation, and on the understanding that Sir Hugh should advance more to aid the elections of Government supporters. After having Sir George sign an agreement, as stated in letter of August 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 he obtained a settlement for his personal advancement. Sir John said the Government arrangements had gone so far that they could do neither, and he said that from Allan's memorial, in sworn 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 then to face the public when they knew 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 whodealt 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 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 check 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 October 12th, 1872, which memorial was presented to Parliament during the present session:

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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, Abbot 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 unnecessarily arising therefrom. I discussed with you my personal position under the proposed 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 frequently discussed between us and Mr. Abbott. I was alsoaware 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 understand 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."

CORRESPONDENCE.

To the Editor of the Huron Signal:

Sir,—You will please allow me a small space in your columns to reply to the cowardly manner in which the editor of the *Star* in its last issue has taken the liberty of making use of my name. He says "We have been handed a communication *for publication*, signed W. G. Smith, asking us to take his name off our list of subscribers, as he cannot conscientiously support a journal that tries to vindicate or apologize for so gross a scandal as that attempted against the Government in Mr. Huntington's motion." Now, as he appears to have no objections to its being made public, as he says he "will appear on exhibition for a short time at his office," of course he can have no objections to its appearing in the Signal. As I do not believe the literary public frequenting the *Star* office very often I have to request that you will publish it. It is as follows:—

To the Editor of the Star,"

"Sir, —You will please discontinue my paper as I cannot conscientiously support a journal that tries to vindicate or apologize for so gross a swindle as that perpetrated against the Government in Mr. Huntington's motion, and which I think is clearly substantiated by Sir Hugh Allan's own letters and telegrams. Having carefully read both sides of the question, I have come to the conclusion that the Government have been guilty of the basest fraud that was ever attempted in any country. No matter what the political views of any man in Canada may be his intellect and his manhood is insulted, and his country is scandalized and disgraced by such a Government. Mr. McDougall, Mr. Wm. McDougall said in his published pamphlet that *treason, bribery, and corruption set and ruled supreme at Ottawa.* When the members of our Government and such men as Sir Hugh Allan will conspire together with the citizens of a foreign country, as it appears by their own letters they did, against the interest of their country, to buy up and corrupt the electors and purchase our legislators, with many I think such conduct cannot be too strongly condemned by every true and loyal lover of his country. You are at liberty to publish this letter and make what comments you please by allowing me an opportunity to reply.

"W. G. SMITH."

Now, Mr. Editor, the above was my