sand tons to be sent there? Please telegraph reply,
"(Signed),
"PERKINS, LIVINGSTON,
POST & CO."

235,120 but an arrangement was made through COOPER, FAIRMAN & Co. for the transcooper, FARMAN & Co. for the transport of the rails at £2 sterling per ton. It has now transpired that though the Government paid £2 sterling per ton, the actual price paid the ship, including 2½ per cent. commission to the ship-brokers, was from £1 8s. 6d. to £1 10s.

2½ per cent. commission to the ship brokers, was from £1 8s. 6d. to £1 10s. 6d., so that here again was a direct loss of over \$12,000. That there may be no dispute upon this point, we give the following extract from the charter party entered into with one of the vessels transporting these rails, it being at the highest price paid to any of the ships:

"Freight for the said cargo to be paid at the rate of thirty shillings, and five per cent. primage sterling per ton of twenty hundred weight on the quantity delivered. All port charges, pilotages, dock and harbour dues on the ship to be paid on the ship as customary. The freight is to become due and is to be paid as follows, viz.

—Two-thirds in London on ships' final sailing from port of loading, subject to a discount of six per cent. in full of interest, insurance, &c. The equivalent of £350, at the rate of exchange for bids on London at usance, free of interest and commission at the port of discharge for ships disbursements there; the balance in London within fourteen days after production to charterers there of consignes a certification.

don within fourteen days after production to charterers there of consigner's cer-tificate of unloading and light of delivery of the cargo, less cost of damaged or deficient cargo, payable only to the order of John S. De Wolf & Co. Twenty-five running days to be allowed for sending cargo alongside, and the cargo to be received by the consignees at the rate of not less than fifty tons per running day. Sundays excepted, and when required by the consignees, such extra quantity as may be practicable. Demurrage to be paid at the rate of 4d. per register ton per day. An address commission of two and a half per cent, on the amount of freight under this of the cargo, less cost of damaged or d rs to transaddress commission of two and a half per cent. on the amount of freight under this charter is to be paid to the charterers and may be deducted by them out of the first payment."

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1875.

LOSS ON TRANSPORTATION. We again cull from Mr. MACPHERSON the following tabulated statement of the loss on transportation, and adding to it the item, to which we have referred, of ten shillings per ton excessive payment, on the transport of rails to British Columbia, we have an actual loss in the mere matter of transportation of over \$90,000. All the other

On the 5th January, 1875, the Government bought 5,000 tons of steel rails from Messrs. Cox & Green, of Montreal, at £10 stg. per ton f. o. b. in England, and two days afterwards (on the 7th January, 1875,) the Government bought from Cooper, Fairman & Co., without co petition, 5,187 tons at £10 10s. for British Columbia. The country's loss by this act of

favouritism was 10s. stg. per ton, and amounted to......\$ 12,604

In November, 1874, Messrs. Darling & Co., of Montreal, tendered for bolts and nuts at \$92.47 per ton, and at the same time Cooper, Fairman & Co. tendered at \$101 per ton. Cooper, Fairman & Co. got a contract for 160 tons.
The country's loss by this act of

England, supplied to Canada 10.000 tons of steel rails, and when tendering for the rails in November, 1874, they offered to deliver them at Duluth at \$4 per ton more than at Montreal, or, including insurance, \$4.16 more per ton. Messrs. Cooper, or, including insurance, \$4.10 more per ton. Messrs. Cooper, Fairman & Co., acting for themselves and on behalf of Messrs. Norris & Neelon, of St. Catharines, and Messrs. Hope & Co., of Hamilton, were paid at the rate of \$6.20 per ton.

The country's loss by this act of favouritism and mismanagement

favouritism and mismanagement
was \$2.04 per ton on 10,000
tons, and amounted to....... 20,400
in April, 1875, the Red River Transportation Company tendered for the transport of rails from Duluth to Winnipeg at \$15 (United States currency) per ton of 2,000 pounds. Messrs. Fuller & Milne, of Hamilton, tendered for the same service at \$13.50 (United States currency) per ton, (meaning the usual ton of rails, 2.240 pounds). The Red River Company get the contract, and transported 15,141 tons. The difference in the rate of

freight and in the ten weight amounting to \$3.30 per ton.

The country's loss by this act of favouritism and mismanagement was \$3.30 per ton on 15,141 tons, and amounted to \$49,965 United States currency, and in gold to 44,969 The loss on the four transactions

have re-These rails, sufficient to lay five hundred miles of railway, were purchased in the January of 1874. Purchased with-out the previous sanction of Parliament, and with no vote of Parliament to juswere the is sixty tify their purchase. How thoroughly unnecessary was the purchase at that time will appear from the return brought down during the last session of Parlia-ment. That return had relation to the oring the number of miles actually laid, down to number of miles actually laid, down to January 1878; and according to the return, on contract No. 13 were 32½ miles laid, on No. 14 there were 6 miles, and on No. 25, 8½ miles, making in all 47 miles, requiring less than one-tenth the entire quantity of rails purchased, and this three years after the contracts were made for those rails. It is true that some ten or eleven thousand tons have been used on the Intercoloual railway, but they were used in viotime that railway, but they were used in vio-lation of the law, because the pre-tence was that these rails were pur-chased under the general authority of ally not in that, in order to get rid of them, the Pictou Branch was laid anew with steel loss of his rails, before being handed over as a free gift to a private company; but that, certainly, could not have been in the contemplation of Mr. MACKENZIE at the

contemplation of Mr. MACKENZIE at the time he purchased them. We have got, therefore, as a result of this transaction, the fact of a purchase of a far larger quantity of steel rails than can possibly be required, in a falling market, and at a less to the country of nearly two million dollars, simply that Mr. CHARLES MACKENZIE might be enabled to draw out of the firm of COOPER, FARMAN & Co. the capital which he had put into it, and thus escape the loss which the comin conseshows must have been inevitable but

(To be Continued.)

and the best red 85 cents, white fall wheat 80 cents, and the best red 85 cents.

The London school teachers want to be paid monthly instead of quarterly. About six years ago they were paid monthly, but so many then objected to the plan that it was changed to every three ten thou-

OUR PARIS LETTER.

(FROM OUR OWN CORRESPONDENT.) PARIS, May 22. Interesting Summary of News.

If ever there is an excuse for a corre-

BULLET SHY(c) HIS SEE WALLER