cushions, and didn't feel obliged to speak at all. If he waved his hand the air was supposed to be full of blessings, and he could make pills out of clay that were excellent alteratives and held in great esteem. He could have made an immense fortune in pills alone, if he had had no other resource. If you want to get rich, reader, all you have to do is to become a Lama, and get a constituency such as the late lamented Delai-Lama had. One thing in this little oriental study strikes us as peculiar—only one. The Emperor did not quite trust the divine incarnation. He had two mandarins and a body of troops to watch the Delai-Lama and keep him from sticking his nose into affairs that did not belong to him. It has been found qite convenient to have a little check of that sort, even though the Lama be infallible. We understand that the deceased was a very amiable and excellent person, and that he leaves many friends and followers—about 400,000,000—to bless his memory and lament his death. Gone to meet Buddha!

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The Watchman.

ST. JOHN, N. B., SATURDAY, OCT. 23, 1875.

THE PREMIER AND THE STEEL RAIL CONTRACTS.

It will be remembered that Mr. White, in a campaign speech in Montreal last week, charged that a brother of Premier Mackenzie was interested in a contract for steel rails made with Mr. Mackenzie's department; that the purchase of these rails at the time was not a necessary act; that the rails were bought when the market was on the eve of declining, rails having since fallen $7.50 to $10 per ton; that the Government have lost not merely the difference in actual cost but the interest on a two million dollar purchase made long before the property was required. Mr. Mackenzie subsequently published a card, which was intended to cover the charges made by Mr. White, and this card, his more extreme supporters claimed, met and rebutted the charges at every point. He said:—

"The statement of Mr. Thomas White, as reported in the Montreal *Gazette*, that Mr. Mackenzie purchased of a Montreal firm, one of the partners in the firm being his own brother, forty thousand tons of steel rails, is a deliberate falsehood. No steel rails were purchased by me from any Montreal firm. All were obtained by open competition, after a month's advertising for tenders, the lowest tenders being in all cases accepted. The contracts were made with the English makers. *No brother or relation of mine has any interest, direct or indirect, near or remote,* IN ANY OF THESE CONTRACTS, or ever received, or has any claim to a cent of profit from one or any of them."

It will be noticed that the Premier entirely overlooks the most serious parts of Mr. White's statement, namely, that these rails were purchased when they were not needed; that they have cost the country a much larger price than if they had been bought only when they were needed; that the loss to the Dominion treasury by the transaction is from $7.50 to $10 per ton on 40,000 tons, say $300,000 to $400,000, besides the loss of interest on over two millions of dollars from the date of the delivery, long ago, to the time when they will be required,—which, according to the Premier's latest speech, will be quite remote,—as they were intended for the Canada Pacific Railway. Not one of these damaging statements or inferences is noticed. Not one of them is denied, simply because denial is impossible, in the face of the crushing array of evidence which business men and the public accounts supply in support of Mr. White's charges,—and, besides, as Mr. White said, "there are the rails still lying, piled up on the banks of the Lachine Canal" at Montreal, to speak for themselves and attest to the unnecessary purchase. The one solitary point to which Mr. Mackenzie directs his denial, amplifying with a wealth of verbiage that would do no discredit to "a penny a liner," relates to the charge that Mr. Mackenzie's brother was interested in the contracts. Now, on this point, it appears there is other evidence besides that of either Mr. White or Mr. Mackenzie, to wit, that of Mr. Thomas Workman, the Government candidate for Montreal West. Mr. Workman was himself a tenderer for a portion of the 40,000 tons of rails. Being a Government candidate, he was most anxious to defend Mr. Mackenzie, and we need not doubt that he has gone as far as the facts will permit to supply a vindication of that gentleman, who though he could not give him a steel rail contract at the time he sought it, is anxious to make up the loss by giving him a seat in the House of Commons. Mr. Workman's version of the matter is this:—

About the 8th of October of last year, he believed that he was correct, at least within a day or two of the date, he saw in the *Herald* an invitation for tenders from the Board of Works to *be received on or before the 14th of October*, for the supply of steel rails to be delivered on the wharf in Montreal between the months of May and October of the present year—specifications were to be furnished on application at the Department of the Public Works. He saw at once that *the time was too short; and that it was quite impossible for merchants to acquire the proper information to enable them to tender fairly and honorably for these rails.* He consequently went to the office and wrote immediately to Mr. Mackenzie, stating that if he wished to buy the rails on as low and favorable terms as possible, he should extend the time at least a month to enable parties desirous of tendering to communicate with the manufacturers of rails in England. Two mornings afterwards he saw in the *Herald* that the time was extended not only a month, but for thirty-two days; and the change was communicated by telegraph, so anxious was Mr. Mackenzie to consult the wishes and interests of trade. They communicated with some of the first merchants and leading manufacturers in England, and brokers as well, spending a good deal of money in mail and cable messages, in order to obtain the lowest possible prices, and tenders for freight was in addition an important item, because the rails were to be delivered on the wharf, free of all cost; and he then sent a tender in the name of the firm for 15,000 tons at £11 5s.; two other prices were mentioned, so he submitted three prices, and he hoped to receive the contract because he thought their prices very low indeed; but other people tendered at lower rates, and Cooper, Fairman & Company, acting as agents of one of the largest manufacturers of England—Charles Mackenzie, a brother of the Premier, being at the time a limited but not a general partner in the firm, but to a very small extent, tendered, he believed, at £11 5s. or 4s. 9d under him, and they obtained a contract for a certain quantity of these rails. The firm of the West Cumberland Iron and Steel Company of Middlesboro', received a contract for 5,000 tons, and the Mersey Steel and Iron Company the contract for 5,000 or 10,000 tons. * * * *The policy of buying the rails might be another thing*—but this was a matter relating to the Department.

Mr. Workman "spoke strongly," as he remarked, but might it not have been because his election would be jeopardized to some extent, if he could not make out a strong case for the Premier? And what sort of a case has he made out? He has not disproved the impropriety of buying these rails at the time,—over a year ago,—and the rails still lying at Montreal; on the contrary he intimates broadly enough that he cannot defend the Premier on that point "The policy of *buying* the rails was another thing. but this was a matter relating to the Department," —that Department, unfortunately, being the one which the Premier himself manages, with such a remarkable want of success. He will say nothing—hard pressed though he is for electioneering matter—to improve the ugly look of the losses of hundreds of thousands of dollars which this blunder (?) in ordering has caused the country. He simply states that the 40,000 ton order did not *all* go to the firm in which Mr. Mackenzie's brother was a partner—it was only 15,000 tons which that firm supplied. The admission by Mr. Workman that Mr. Mackenzie's brother is a partner in the firm which supplied 15,000 tons to Mr. Mackenzie's Department, stands in striking contrast to Mr. Mackenzie's Card, in which it is most solemnly declared that "no brother or relative of mine has any interest, direct or indirect, near or remote, in any of these contracts!" Who is equivocating? Is it Mr. Workman, anxious to shield the Premier and promote his own election in the same speech, or Mr. Mackenzie, anxious only to shield himself from a blow which seems only too well aimed? The short time which Mr. Mackenzie originally proposed to allow for receiving tenders would seem to confirm the suspicion of collusion which appears to be entertained in Montreal. He wished to purchase over two million dollars worth of steel rails; these were not for sale in Canada; there was little chance of purchasing in the United States, and Mr. Mackenzie himself knew and believed they must come from England. Yet, according to Mr. Workman, Mr. Mackenzie's bosom friend, Mr. Mackenzie advertised on the 8th of October, '74, for 40,000 tons of steel rails, making the tenders receivable at Ottawa not later than the 15th of the same month,—allowing at the most *six days* for communication to be had with England, and all other arrangements to be made by tenderers on both sides of the Atlantic! If a Sunday fell between the 8th and 14th of Oct., and a day was occupied in mailing tenders to Ottawa from Montreal or Toronto, only *four* days would have been available to intending contractors, even for parties residing near Ottawa, while the rest of the world would apparently be shut out from all chance of competition! When the Government vouchsafe to ask for tenders for building a $1,000 light-house or a $500 railway station, they give at least a month's notice; while here were contracts to be made involving at least two millions of money, and all the notice Mr. Mackenzie proposed to give contractors in Canada and England was, at the very most, six days!! This important fact we have from Mr. Mackenzie's own candidate. The public can decide for themselves whether it does not look a good deal as if the Minister of Public Works had treated the advertising for tenders as a mere matter of form, having previously decided in his mind as to the parties from whom the rails should be bought. Certainly the facts stated by Mr. Workman will lead many to the conclusion that it was intended to confine the contracts to Montreal, while each one can decide for himself as to the advantage of having in a firm a brother of the Minister, when a grab game is on foot for securing steel rail contracts.

We need not push the case further against the Premier by suggesting that Mr. Workman's statement, that the six days allowed for tendering for two million dollars worth of rails was too short to enable merchants to "tender *fairly and honorably* for these rails," leaves an impression by no means favorable to the Public Works Department. Nor at present is it important to point to the equivocation indulged in by a Canadian Premier who, to clear himself from a charge of assisting the worldly prospects of a relative in a Montreal firm, declares that "the contracts were made with the English makers," but withholds the fact (stated by Mr. Workman), that the Montreal firm in which his brother was a partner were the agents for the makers and secured the contract for them. These are features of Mr. Mackenzie's speeches and writings to which the public are growing so accustomed that they seem to be expected and do not call for any special remark.

Important Disclosures.—The Certificate of Partnership Produced.—Mr. White on the Steel Rail Contracts.

Since the above was written we have received the Montreal *Gazette*, in which is an account of a Workingmen's Meeting in that city, a few evenings ago, which was addressed, among other speakers, by Mr. White. In the course of his remarks, in reply to a call from the crowd, "what about the Steel Rails," Mr. White produced the certificate of the registration of the partnership of Cooper, Fairman & Co., in which Mr. Charles Mackenzie was a partner; showed that the original advertisement of the Minister limited the time for submitting tenders for the two million contracts to *five* days, and made other statements of great importance as bearing on the point in dispute between the Premier and Mr. White. We quote:—

"The Premier had sent a telegram to the Montreal *Herald*, and to all the Ministerial journals throughout the country, declaring that he had never purchased any rails from a Montreal firm, and denying that his brother was a partner or in any way interested in the contract, and that the statement made by him (Mr. White) was a deliberate falsehood. Then there was another letter from Cooper, Fairman & Co., which he had gladly published, as he was glad to publish everything that would help to bring the truth out. He had no sympathy with those who having made statements stick to them after they discovered them to be false. A true gentleman will withdraw a statement the moment he finds it to be untrue. (Cheers.) Well, this letter of Cooper, Fairman & Co. stated that Mr. Charles Mackenzie, the Premier's brother, had been a partner, but had ceased to be such some time. Now in this Province we had a way of ascertaining who are the partners of a firm. Registration was required by law, and here was a copy of the registered declaration of partnership. [As Mr. White held the document up a storm of cheers burst spontaneously from the entire assembly. The audience continued to cheer enthusiastically for several minutes; at length when silence was restored several voices cried "read it."] Mr. White read the paper as follows:—

"'No. 596, Province of Quebec, District of Montreal. We, the undersigned, do hereby certify that we have entered into co-partnership under the style or firm of Cooper, Fairman & Company as merchants, which firm consists of James Cooper, of the city of Montreal, and Frederick Fairman, at present residing at Waterloo, in the said Province, as general partners, and CHARLES MACKENZIE, OF SARNIA, IN THE PROVINCE OF ONTARIO, AS A SPECIAL PARTNER, the said Charles Mackenzie having contributed $15,000 to the capital stock of the said partnership, which said co-partnership *commenced on the first day of January instant*, 1873, *and terminates the first day of January*, 1878.

"'Dated the second day of January one thousand eight hundred and seventy-three.

"'(Signed) Jas. Cooper, F. Fairman, Charles Mackenzie.

"'Signed in the presence of John C. Griffin, N. P.

"'Filed and registered this seventh day of January, one thousand eight hundred and seventy-three, (Signed) Hubert, Papineau and Honey, P. S. C.'"

Great cheers followed the reading of the document.

Mr. White resumed—"There was the proof that this partnership existed at this day, and that Mr. Charles Mackenzie was still in the eye of the law a partner in the firm, though Mr. Alex. Mackenzie and Cooper, Fairman & Co. had had the audacity, he used the word advisedly, to deny the fact for the purpose of reflecting upon the statement which he had made. (Renewed cheers.) If that transaction were a straightforward, honest transaction, why was there such anxiety to conceal this fact of the partnership? The question whether the rails should have been bought at that time was another question, a question of policy; but the Government knew that their policy in the matter could not be defended, and they thought they could deceive the public and divert attention from their foolish act by boldly denying what the fact showed to be absolutely and entirely true. (Renewed cheers.)

Now, he would call their attention to another point. They were told by Mr. Mackenzie that he had MADE NO PURCHASE FROM ANY MONTREAL FIRM, implying that he had made no arrangement, for he (Mr. White) could not imagine that the Premier was quibbling about a word. Well, there was a statement from Cox & Green in the *Herald* that they had tendered and received a contract at that time. Was not that an arrangement with a Montreal firm? They saw, therefore, that the statement made by Mr. Alex. Mackenzie was not a true statement, but was inaccurate and unworthy of the position which he occupied in this country. (Cheers.)

He had mentioned what was Mr. Workman's statement with reference to the advertisement for tenders. Now, he had examined the fyles of the papers to-day, and he found that even Mr. Workman did not state the facts as they existed. The advertisement did not appear on the 8th of October, 1874, but on the 3rd of that month, and it did not give eight days, IT ONLY GAVE FIVE DAYS, for the tenders were to be at Ottawa by the 8th of October. He would ask any business man whether it was an honest invitation to the merchants of Montreal to tender for these rails with only five days given them to obtain the necessary information from English manufacturers and make their arrangements? There was a difference, it might be remarked, as to whom the credit of getting the extension should be given. Mr. Workman said he got the time extended. Mr. Thomas Darling said he was the man. The fact that the extension was forced upon the Government by the remonstrances of the merchants of Montreal could not lessen the blame attaching to the Government in the matter. If there was one claim that was set up for Mr. Mackenzie more than another, it was that he was a practical man; therefore we had a right to judge of him by the course which he adopted on his own responsibility until dissuaded by the remonstrances of the merchants of Montreal. (Cheers.)

On the 4th of December last there appeared in the Montreal *Herald* what was evidently AN OFFICIAL ANNOUNCEMENT OF THE CONTRACTS entered into by the Government, and that announcement was as follows:—'The West Cumberland Iron and Steel Company, Workington, England, 5,000 tons at $53.53; the Ebbwvale Steel and Iron Company, Wales, 5,000 tons at $53.53; the Dowlais Steel and Iron Works, Wales, 10,000 tons at $54; the Mersey Steel and Iron Company, Liverpool, England, 20,000 tons at $54.26. Cox & Green, however, said this morning in their letter that they tendered for 10,000 tons, as the representatives of one of the firms which, it appears, received a contract for 5,000 tons, while another company, the Mersey Company, of Liverpool, which it was said was that represented by Cooper, Fairman & Co. (at least he was so informed) got a contract for 20,000 tons at seventy-three cents a ton more than the tender of Cox & Green. Why was that? Why was $4,000 thus thrown away?

He left them to draw their own conclusions. He had been forced into this dissussion. The Government had done it in order to divert attention from the policy of purchasing the rails at that time. They had chosen to raise that issue, and he wished them joy of it before they were done. (Cheers.) He referred to this purchase, in the first place, only to show that it was an improvident bargain, that the country had lost somewhere about a quarter of a million on this transaction alone irrespective of interest. He repeated that statement here. (Cheers.) Let him give them some facts. As Mr. Mackenzie explained his railway policy in Parliament, he was to build short pieces between the water stretches. All that was to be done for the present was to build 145 miles between Fort William and Winnipeg to connect the water stretches; 65 miles, the branch to Pembina, and 80 miles from French river, to connect with the subsidized line. That was all that was to be built in the meantime this side of the Rocky Mountains, or under 300 miles in all. Now, he was assured by persons well informed on the subject, that 40,000 tons of rails would lay 400 miles instead of 300. If the statement in the *Herald* this morning to the effect that 50,000 tons were purchased, 10,000 tons having been transmitted for present use, was correct, then according to Mr. Mackenzie's declaration of his policy these rails would not be required for a long time, and though merchants might be justified in speculating on the rise and fall of the market and laying in large stocks, no Government should do that. It was not their duty to purchase rails or anything else until the country wanted them. (Cheers.)

"A Steel and Iron Merchant," in the *Gazette*, hits the nail or "spike," in this Steel Rail Contract business, pretty squarely on the head when he says:—

"The *facts* are simply these: That *at least six weeks prior* to the advertisement in the *Herald* certain parties in Montreal knew about this contract, and had not only time to correspond with English houses by letter, but there was ample time to send a representative to England to arrange matters on the spot, while all other houses were kept in the dark. Six days notice was the only time *publicly* given, which was of no use.

As to the extension of the thirty-two days, no merit or value can be put on that whatever, as this was *forced work*—forced by the representations and remonstrances made by private individuals, as well as by what appeared in the public columns of the *Gazette*. Had no notice been taken of the matter, there would have been no thirty-two days extension, and two or three houses would have had it all their own way."

The meaning of the sudden appearance and disappearance of the Premier's relative in the Cooper, Fairman firm is clear enough. He remained just long enough to ensure the acceptance of the firm's tender for 15,000 to 20,000 tons at a figure 73 cents per ton higher than the rails were offered at by others. Then his "mission" was accomplished and he passed off the stage.

HOW WE ARE GOVERNED.

It may interest "the later friends" or New Grits to learn how the patronage of their Party is wielded at the present moment. They are probably aware that, since the Government have been compelled by public sentiment to make a show of opening the Inter-Colonial Railway between Moncton and the Metapedia, it follows that station masters, freight agents, conductors, and other *employes* will be needed on the line. The New Grits are not probably aware that Mr. Anglin's friends recently determined that he had been "slighted" long enough. They held that the Speakership, the Post Office Printing, Government Advertising, appointments to the Penitentiary, the patronage of his own County and a good deal to say in other Counties, were still far below the "claims" which Mr. Anglin has on the Mackenzie Government, represented in New Brunswick by Messrs. Burpee and Smith. Unless rumor is greatly at fault, something like the following has occurred during the present month.

Mr. Anglin's friends having urged him to lay claim to the whole of the "patronage" of the Inter-Colonial Railway, "from Moncton to the Metapedia,"—the road running through Westmoreland, Kent, Northumberland, Gloucester and Restigouche,—Mr. Anglin accordingly corresponded with Mr. Mackenzie, claiming the patronage here indicated. Mr. Mackenzie replied, acknowledging his claim and stating the patronage was his. Mr. Anglin wished to know how this promise was to be turned to practical account, and asked the Premier to instruct the General Superintendent. Mr. Mackenzie replied that he had instructed Mr. Brydges; and Mr. Brydges immediately telegraphed Mr. Anglin, asking him to name his men for the various offices along the line. The appointments will accordingly be made by Mr. Anglin. That is to say, the Premier, without consulting either Mr. Burpee or Mr. Smith, the New Brunswick Ministers who are responsible to the people for all such appointments, and without their knowledge, has placed in the hands of a resident of this city, a supporter who is already "filled with fat things," the Government patronage on a railway, running through five North Shore Counties! A few telegrams between Mr. Anglin and Mr. Mackenzie, and the whole business is done!

Mr. Mackenzie and his colleagues will know nothing of the character of the parties who will have the care of the lives of passengers and the traffic and funds of the railway. They will not even know the names of their officials until after Mr. Brydges has installed in office those parties whom Mr. Anglin sends him. They will place on the pay rolls of the Dominion Treasury a considerable body of persons of whom they will have neither personal nor official knowledge until Mr. Anglin and Mr. Brydges in their good pleasure choose to enlighten them.

If these allegations are not correct they can easily be disposed of by the production of the correspondence between Mr. Anglin and the Premier, and Mr. Anglin will probably do this for the Government's sake, if the correspondence is of a character to reflect credit on the Government. If, on the other hand, the statements are correct, as we believe them to be, then we do not hesitate to declare that the darkest hour in the history of our country has arrived, that hour in which the Government, representative of the people, abdicates its high functions, deserts its duties and permits the patronage and honor of the Crown, which it is sworn to maintain unsullied, to become the prey of charlatans and the play-thing of insatiate schemers and partisans.

How Mr. Mackenzie and his colleagues will justify this abandonment of their duties,—this transference of their proper authority and privileges, to such hands, we need not enquire. That they will be prepared to justify it we do not doubt, and the form of justification will readily suggest itself. They will undoubtedly assert—for the power of assertion in Mr. Mackenzie, at least, is unlimited—that the subject of appointing to the Civil Service in connexion with this line of railway, received the most serious consideration of the Government; that the improper appointments of former Governments had caused great public injury; that they were most anxious to secure the very best men for the positions,—men of known integrity, in whom the public had the fullest confidence; and that the applications of no others were for a moment entertained; and, raising his eyes to Heaven, the Premier will probably declare that the Government had performed its duty, its whole duty, in the matter, and with an eye single to the public service, knowing neither politics, creed nor sectionalism in the choice! Indeed, it will be very strange if the model Premier does not find in his blindfold and scandalous mode of wielding the public patronage, fresh material for proving the superiority of a "pure," "cautious," "vigilant" Reform Government, over its "corrupt" predecessor. And doubtless, also, the limbs and arms and other members of the Organized Hypocrisy will wave applause as the Premier portrays this most shameful episode in the history of any Minister, as an act of patriotism and reform. But the People of Canada will not be so easily or foolishly deceived. *They* can understand the difference between a Minister who consults the public interests in the disposal of the public offices, and a Minister who surrenders his functions to some importunate politician, whose sole stock-in-trade consists in his facilities for working upon the prejudices of his co-religionists. They can detect under the self-righteous cloak in which the present Premier wraps himself, those ugly deformities which make of Mr. Mackenzie one of the most crooked and distrusted of all our public men. And reading the Premier's high flown speeches on public morality by the light of this transaction,—and by a score of others scarcely better, which might be cited,—they will not hesitate to declare, when opportunity offers, that of all the public men who have misappreciated public virtue or done wilful wrong to the public interests, the present Premier of Canada stands on a commanding eminence, the very genius of Hypocrisy, the personification of Treason to a public trust.

As regards Ministers Smith and Burpee, doubtless their constituents will desire to know how it happens that a Minister from Sarnia can hand over the patronage of New Brunswick to a politician of Mr. Anglin's stamp, or to any other politician, however branded, without consulting them, without their knowledge, without even recognizing their existence? Are these gentlemen in the Privy Council merely to say "Yea," "Yea," to everything Mr. Mackenzie advances? Are they mere clerks to register his decrees, without having a voice in the disposal of public affairs? Have they no influence in the Government? Have they no voice in arranging the public patronage? Are they so weak, so submissive, that Mr. Mackenzie is conscious of fearing no opposition to his arrangement of the public offices in their localities? If so, it is time we had a change, for the present state of affairs is most degrading to this Province, most humiliating to her people. If, as we trust, these gentlemen are disposed to resent this ignoring of their existence; if they deem it advisable to teach Mr. Anglin and Mr. Mackenzie that they two can not settle the patronage of New Brunswick without reference to New Brunswick Ministers; if they will, for once, give honest and decided expression to that overpowering sentiment of indignation which will flush the brow of every New Brunswicker who reads the story of his Province's disgrace; if, in brief, they will but give the first faint symptom of rising from that serfdom to which the strong will of an unscrupulous Premier appears to have reduced three-fourths of his colleagues, then the electors will have the consolation of believing that although these Ministers have almost ceased to be of any service to their Province, the spirit of manhood has not wholly died away within them. But until the people perceive some outward evidence of this inward grace, they can only harbor a hope where they would cheerfully have entertained a conviction.

HOW THE GRITS REACHED POWER.

The West Durham, Ont., *News*, which challenged Mr. George Brown to secure the appointment of a Commission before which the Editor would prove that the Grits spent in the Ontario elections of 1872 not less than $370,000 for corrupt purposes, now says that, least any apprehension should exist in regard to his ability to pay the expenses of the Commission in the event of defeat, "we further promise that *if Mr. Brown will secure the commission, and the Government will name any reasonable sum as the probable expenses of it, we will see that the amount is deposited in a bank to the credit of the commission* on the conditions before named—within one month after receiving notice of the appointment of the commission and the sum required; or grant Mr. Brown a verdict." Mr. Brown maintains a discreet silence in reference to a proposition to unearth the secrets and mysteries of that election campaign. It will be remembered that, notwithstanding the frightful money expenditure of the so-called Reformers in that election, they were not successful in getting control of the constituencies. They were, later, more successful with the members elect. Now comes a revelation that may well shock the public's sense of security in the integrity of the men they send to Parliament. Here is a statement by the same journal, the West Durham *News*, which appears to be kept thoroughly informed in regard to the secrets of the Reform Party, at least:—

(From the West Durham News, Oct. 15.)

In Mr. Mackenzie's speech at Sarnia, on Monday last, he spoke of charges that had been made against his Government, in reference to their conduct of the Pacific railway, and "challenged those who had made them to repeat them in plainer language, and they would soon have their answer in a court of law." We are glad that Mr. Mackenzie proposes to meet charges of malversation against his Government in that way, as, if he fails to enter an action in cases of straight and plain charges, the public will easily understand his reason for such failure, and render a verdict accordingly. And as we have several charges of the grossest character to bring, and have been seriously puzzled how to get them attested, by the good and sufficient evidence at our command, we readily avail ourselves of the opportunity so offered us, and proceed to make our first charge. The other charges will follow in due course of time, and we can assure the public we shall make none of them without first being well prepared with evidence to substantiate them "in a court of law."

We charge then: that at the time of the crisis on the Pacific Scandal question, in the parliament, *Mr. Mackenzie's party bought up several members of Parliament to vote against the Macdonald Government.*

That some of these purchases were made by a head of one of our public institutions, presumably with the money of that institution, and that the Government has since favored that institution with what has proved a satisfaction for such help. That other purchases were made, in whole or part, by men who have since received Government contracts; and others by men who are still members of Parliament; while some members were approached and promised, and accepted of office as a consideration for their assistance.

That the sums paid in some instances were very large, and, in one at least, reached **$20,000.**

Will Mr. Mackenzie kindly invite us to establish this charge "in a court of law?"

We shall have occasion to refer to Mr. Mackenzie's Sarnia speech again when we present the country with some more startling charges, evidence of which we have in our possession. Time will prove to the world that such a burst of arrant hypocrisy and misrepresentation as that made by the Premier at Sarnia, on Monday, was never before heard in Canada; but in the meantime let him settle with us over this charge.

THE FARMERS MOVING.

We notice that a number of farmers, principally delegates from agricultural societies, met in Fredericton one evening last week, and resolved that on the 22nd of January next, they would meet in the Court House, in Burton, Sunbury County,—hour not named,—there and then to form an organization "whose object it shall be to advance the agricultural interests of the Province." The meeting, which appears to have been arranged by the farmers-agitators of Sunbury, comprised representatives from eight counties of the Province, and, at the instance of the Sunbury Farmers' League, invited all the Counties to form Leagues, who, with the Leagues now formed, "together with all practical agriculturists throughout the Province," are invited to be present at the Grand Convention referred to. If the weather for a few days before January 22nd be fine, if no heavy snow storm intervene to disarrange the plans of the Sunbury men, an interesting Farmers' Parliament will be opened on that day, of which, we dare say, good will come. The real difficulty, we apprehend, in regard to thorough organization of the farmers consists in the fact that they are by no means clannish, are remarkably independent both mentally and in their course of action, and are exceedingly averse to being led by the nose, especially by men of their own occupation. Indeed, farmers in this Province seldom agree on any subject, whether it is rotation of crops, the market price of butter, the merits of imported stock, or any one of a hundred subjects bearing directly on their calling. In some other countries, it is different,—as the description of the Grangers' movement in the United States (see our first page) proves,—and it is possible that the time will come even in New Brunswick when the farmers will see eye to eye in reference to the best mode of promoting the general interest. Doubtless, the Sunbury League will leave no stone unturned—they will probably go even to the length of providing free dinners and lodging for all whom they have invited for January 22—rather than appear to be heading an unsuccessful movement. Sunbury is a small county, but it has given to Canada a Minister of Customs and to the New Brunswick Government the Hon. W. E. Perley. We opine, therefore, that the great Convention will be a success equal to either of its other great achievements and that we are on the eve of witnessing an agricultural revolution of imposing proportions, one that will cause the names of agricultural enthusiasts such as Thomas O. Miles, W. D. Perley, and G. A. Sterling to be revered by the coming generation of scientific agriculturists. And let all the people say Amen!

OPENING THE SCHOOL BOARD TO THE PUBLIC.

Is it not about time the public were admitted to the counsels of the St. John School Board? Thus far, the Board has been really in secret session, so far as the public have known. Occasionally, though very seldom, a few lines appeared in the newspapers, purporting to state,—with the utmost brevity—what was done at the regular meetings; but of late even these faint and unsatisfactory glimpses of the inner life of the Board have been with-held. About a hundred schools are managed by the Board; the details of handling several thousand children are disposed of at these meetings; immense new school buildings are being erected by the Board; orders are sometimes made for the sale of debentures; teachers are employed, promoted or dismissed; salaries fixed and changed; and yet we may say that scarcely anything is known of the transactions of the Board, until the Annual Report is published. The public are not admitted to the meetings of the Board. Reporters are not permitted to be present. And yet this School Board deals with the highest interests of the citizens; and the necessary taxation incident to its operations would have sufficed, a few years ago, for the support of the St. John Corporation.

We advocate the opening of the doors of the School Board to the Press and the public, for several reasons. 1. It is the right of the tax-payers to hear and see for themselves what is said and done at the Board. 2. It is for the good of Education that fresh interest should be taken in the details of the system, and publicity would supply the stimulus therefor. 3. It will prevent the publication of one-sided statements, for political purposes,—such as members of the Board have already been compelled to condemn. 4. The public elsewhere enjoy the right. In Halifax, which was deemed behind St. John in the matter of public education, a popular agitation, promoted by friends of Free Schools, has succeeded in opening the doors of the School Board. Other reasons might be cited, but these will probably satisfy the Trustees and all who have not given the subject much attention, that the claim to have the proceedings of the Board open to the public is not baseless. The first alone is sufficient, if there were no other to offer, and it may be well for the tax-payers to insist on this right in a day and generation when the humblest of them might readily be despoiled of their rights if they were backward in insisting on them. We assume that it is want of consideration of the subject on the part of the Trustees that has led to what was probably regarded at the outset as a convenience becoming established as a custom and ultimately as a matter of right; and there can be little doubt that when the matter is brought under their notice in proper form, this usage will be abolished and the rate-payers admitted to all meetings for the transaction of important business.

A SUGGESTION.—The Minister of Public Works, we hope, will see the importance of enquiring into the statements made in our Bathurst correspondence, in regard to the manner in which contracts have been let in Gloucester County. It would seem as if Mr. Brydges and the engineering staff are doing about as they please, without let or hindrance, from the Department. We have heard of some very strange proceedings in that quarter, only a few of which are referred to in the Bathurst letter; and it would really seem as if the Speaker of the Commons was neglecting the interests of his constituents in these important matters. It is pretty evident that those of the Speaker's constituents who are in a position to contract for public works are not permitted to do so, the whole management being based on a system of favoritism. It is really surprising that such things can happen and the Speaker have no knowledge of the transactions; and it is on the supposition that he has such knowledge that we feel bound to condemn the apathy His Honor is showing in this particular. It is to be hoped that the matter of "the patronage" for the Inter-colonial, "from Moncton to the Metapedia," which Mr. Mackenzie has just placed in his hands, will not operate to deaden his sensibilities to the injuries inflicted on his constituents through this self-same Department.

THE ACCIDENT on the Government Railway near Hopewell Station was a much more serious affair than the official telegram from headquarters at Moncton to the Government journals led the public to believe. Several persons were injured and great damage was sustained by the engine, tender, and several cars, the road being blocked up a good part of a day.

The name of Hopewell Station reminds us of the fact that a Mr. Hugh Murray, who was named as one of the parties present when the celebrated John Fraser, "of Hopewell," was said to have been insulted by the late Station Master of Glengarry,—a John Fraser also,—publishes a letter which establishes the innocence of the late Station Master, and places his dismissal (without enquiry, without trial, without even notification of the charge preferred against him) in a still more repulsive light. We quote the letter:—

GLENGARRY, N. S., Oct. 4th, 1875.

To the Editor of the Eastern Chronicle:

SIR,—In your issue of the 23rd of September, commenting on the dismissal of John Fraser, of Glengarry, you say that he (John Fraser) insulted John Fraser, of Hopewell, in my presence, on the platform of Glengarry Station, I would beg to know by what authority you make this statement. *I never heard John Fraser, of Glengarry, insult John Fraser, of Hopewell, or any other man on the platform of Glengarry Station, as stated by you.*

By giving this space in your paper
You will oblige
Yours, &c.,
HUGH MURRAY.

The editor of the *Eastern Chronicle* refused to publish the letter; so far will partisan feeling sometimes carry an intelligent gentleman who on most other subjects is quite rational.

DUELING IN THE UPPER PROVINCES.—A Mr. Des Georges and a Mr. Rouet, of Montreal, fought a duel with swords two or three weeks ago. A newspaper report of the affair says "the introduction of the name of Celina Legris, was uncalled for." And now we learn that the Grand Jury at the Ottawa Assizes have found a true bill against James Birmingham, because that the said Birmingham did challenge T. P. French, Inspector of Post Offices, to fight a duel, "both being citizens of good standing." What the nature of the Grand Jury's action would have been had the parties not been in good standing, does not appear. It is gratifying to know there was no Celina in their case, the challenge being "the result of a previous disagreement about business matters." What the law will do with Birmingham is not clear, but French is safe enough from harm, without doubt.

LAND, O!—Referring to the Premier's threat of instituting libel suits against the newspapers which have been "slandering him," the Toronto *Leader* quietly remarks:—

"If it be a slander to deny that Mr. Mackenzie did not compromise himself when he allowed his name to be put as a figure head to the Lake Superior Land Ring, then, indeed, we have to confess to slandering to some extent."

HALF A DOLLAR A TON.—Says the *Leader*:—"Perhaps it will turn out that Mr. Mackenzie has been too sweeping in his denial, for it has certainly been all along understood in the hardware trade, that the firm of which Mr. Mackenzie's brother is a member, derived a commission on the transaction, some say to the extent of half a dollar a ton."

Since the *Leader's* paragraph was published, a letter has appeared in the Montreal papers, which confirm the *Leader's* surmise. The writers, Messrs. Cox and Green, of Montreal, state that they offered Mr. Mackenzie, on behalf of the West Cumberland Iron and Steel Company, *ten thousand* tons of steel rails at £11 stg. per ton, whereas, according to the Government organ in Montreal, the *Herald*, Mr. Mackenzie accepted only five thousand tons from them at these figures, and gave a contract for 20,000 tons to the firm in which his brother was interested at *seventy-five cents a ton higher!* These figures are all supplied by the Government organs and by firms friendly to Mr. Mackenzie.

THE SYSTEM OF BUILDING RAILWAY WORKS WITHOUT TENDER is giving New Brunswick an unenviable reputation abroad. The following telegram appears in the Montreal papers:—

BATHURST, Oct. 15.—Considerable dissatisfaction prevails here in reference to the manner in which the railway contracts are given. A large contract for the building of snow-sheds, fences, &c., between Miramichi and Metapedia has been given by the engineer in charge to his brother, who is a clerk in a store in town. The contract amounts, it is said, to about $30,000. No one ever knew of the contract until it was given, and of course had not the privilege of seeing specifications. The same thing was done in reference to the Station buildings, the same person having received the contracts without tendering. This jobbery is much condemned, and people say Government either are very careless in not knowing about these matters or very guilty in allowing them.

PERSONAL.—The Charlottetown *Examiner* says "the Hon. David Laird arrived home, on Thursday last, from Ottawa. It is said that he is here to find out whether or not it is likely a supporter of the Mackenzie Administration will be elected in his place, should he be appointed Governor of the North West." It's about time the Collector of Customs at Charlottetown had an article in the *Patriot* eulogistic of the eminent services the other distinguished "patriot" has rendered to his country among the Indians whom he proposes to govern.

Mr. E. A. McDowell and his Shaughraun Company appear to have been great favorites in Ottawa. We learn that on the evening of the 16th, the Mayor and Members of Council, at the Grand Opera House, tendered Mr. McDowell a farewell benefit, and presented him with an address.

We are glad to know that A. L. Palmer, Esq., who has been confined to the house for some five weeks, is slowly recovering. Mr. Palmer was obliged to submit to a painful surgical operation which he bore with remarkable fortitude, and which has, we understand, resulted successfully.

Says a Halifax paper: "It is understood that by the will of the late Hon. Mr. Rand, M. L. C., M. B. Almon, Esq., (Mr. Rand's son-in-law), and his lady inherited the handsome legacy of $100,000, and their children have received by the same instrument $4,000."

It is said that a number of distinguished Haligonians, among whom are Sir Edward Kenny and Lady Kenny, Sir William (Chief Justice) and Lady Young, M. B. Almon, Esq., and family, G. C. Harvey, Esq., and others, intend shortly proceeding to Europe to spend the winter."

Among the passengers by the *Nova Scotian*, from England, this week, are Mr. Robert Hunter and Miss Hunter, Mr. R. D. Robertson, Mr. T. Potts, Miss Potts. Mr. Robertson comes out to take possession of property ($25,000 worth it is said), left by his father,—Mr. Robert Robertson, who died a short time ago. Mr. Potts has been promoting Canadian Emigration interests in England. Mr. Hunter and his sister have greatly enjoyed their visit to the old country.

PROVINCIAL LEGISLATURES.—The Legislature of Quebec is called to meet for the despatch of business on 4th November. The Ontario Legislature will also meet early in November.

COMING TO ST. JOHN NEXT YEAR.—At the Annual Meeting of the Missionary Society of the Methodist Church in Canada, held in Toronto a few days ago, it was resolved "that the next annual meeting of the Missionary Board be held in the city of St. John, New Brunswick, in October, 1876."

A NOVELIST IN THE PULPIT.—Although George Macdonald, the novelist, has joined the Church of England, it is gratifying to have the assurance that "this resolve will not interfere with Mr. Macdonald's relations with the Nonconformists, and he intends to adhere to his old custom of preaching upon occasion in Nonconformist pulpits." There can be nothing fairer than that.

INCENDIARISM.—The Government of N. S. will give $200 a piece for the scalps of the parties who set fire to John Fossell's saw mill at Waterloo, Lunenburg, on the 12th ult., and to the Victoria Bridge, River Inhabitants, Inverness, on the nights of the 23rd and 24th ult.

MONTREAL WEST ELECTION.—Nomination is fixed for this day, 23rd inst. Polling 30th. Excitement runs high. The great majority of the people of St. John,—including the advertisers and subscribers who support the Government newspapers—say "success to Tom White!" The Government journals of Montreal, notably the *Herald*, with its 600 or 800 circulation, and one or two French journals, are hounding White to the death, but we are bound to say that we think several of the Government papers of St. John rather sympathize with him.

EXTRAORDINARY STATE OF THINGS.—We have been informed, through correspondence of THE WATCHMAN (which, for the present, we withhold pending action being taken by the Warden,) that not long ago four of the Penitentiary officials got drunk in a low groggery in this city, and two of them got fighting on the public street, one beating the other in a most shameful manner. The matter, it is stated, was reported to Warden Ketchum, who has not yet dealt with the parties implicated. It is further alleged that, during the present week, the Police found two others of the Penitentiary officials coming out of a bawdy house in Sheffield street, and that on another day this week one of the parties visited the same locality in a state of intoxication. We would like to know what the Warden—who can obtain all desired information from the Police,—proposes to do under such circumstances?

HARPER FOR NOVEMBER.—Harper's Magazine is always a welcome visitor, but Harper for November is particularly enjoyable. The illustrated articles are, Living Glaciers of California, Barry Cornwall and some of his Friends, (by James T. Fields), Recent French Caricature, (by James Parton), Butter and Cheese, Air Towns and their Inhabitants, and are all of more than temporary interest. The papers on Legislative Humors, by Hon. S. S. Cox, Educational Progress in the First Century of the Republic, by Eugene Lawrence, as indeed all the other contributions, light or solid, in poetry or prose, are very readable. For sale at Crawford's, King St.

A SUCCESSFUL ARCHITECT.—Mr. D. E. Dunham's advertisement, in another column, might be left to speak for itself and attest to the value which owners of fine residences place on his merits, were it not that we happen to know that Mr. Dunham is regarded as an architect who makes his buildings *pay* the owners as real estate investments. In this respect, as in those other essentials,—a fine appearance combined with warmth and internal convenience,—he has been remarkably successful. Mr. Dunham asks for tenders for preparing and building the foundation of two new residences at the head of Cobourg street,—one for Joseph K. Dunlop, Esq., the other for Moses Lawrence, Esq. These buildings will be erected on the Patterson lots which were recently sold at auction by Mr. Hanington.

CORRESPONDENCE.

THE INTER-COLONIAL RAILWAY.

Popular Dissatisfaction with the Acts of Officials.

BATHURST, Oct. 12, 1875.

To the Editor of the Watchman:

SIR,—Having recently been travelling through the northern part of this Province I was much surprised to learn that the Railway officials under the present Government act in such a manner as must, when their public acts are investigated, prove highly discreditable to the Government who place so much power in the hands of a few men.

I learned that in March or April, 1873, the present Government annulled the contract for Section 16, I. C. R., for which Messrs. King and Gough were contractors, and proceeded to finish that section under the supervision of Mr. Alexander Macdonell, who happens to be a brother-in-law of the late Postmaster General. This gentleman brought with him or sent for the friends of the Postmaster General from Glengarry, Ontario, to work upon this section, displacing all the old hands, many of whom were very competent men belonging to the neighborhood; and if report speaks true the result of the work reflected little credit upon all concerned, the Government included. It is boldly asserted here that, in room of clay, at many places the dumps are filled up with wood, slightly covered from view with clay.

By an Order-in-Council Mr. Schreiber proceeded to Bathurst in June, 1874, and remained for two days to pay claims for labor alone, having stated that he had no authority to pay any claims except those for wages. About this time, however, F. T. C. Burpee,—one of Gough's partners and brother of the Minister of Customs, and also of Mr. E. R. Burpee, Mr. Schreiber's partner,—being in the Bankrupt Court, and anxious to get his discharge, wrote to several parties in Bathurst asking them to sign a trust deed that was deposited in the office of a merchant of that town for signature.

This gentleman was a creditor and signed the deed and obtained other signatures. He had at this time a claim against King and Gough for work of horses, hay, oats, advances, etc. The hay and oats being a separate and distinct sale could not possibly come under the head of wages, the horses only being hired; but notwithstanding this Mr. Schreiber, in his magnanimous generosity, treated the whole as labor, and instead of paying $35 per month for the hire of team of horses found, paid at the rate of $3.50 or $4 per day for a pair of horses for a length of time, amounting in the aggregate to over $2,000, thus paying for the hay and oats in an indirect way, in addition to which the teamster had already been paid his wages by King and Gough. Teams had been usually hired at from $3 to $3.50 per day for driver and team, sleds and everything complete.

Another gentleman who signed the trust deed got his claim paid, although J. C. Gough declared over and over again, publicly, that he owed him nothing.

If necessary I could enumerate a multitude of such acts. I would ask if it was a love of justice or desire to get one of the Burpee Interest out of trouble that induced Mr. Schreiber to pay these claims, whilst the claims of merchants and sub-contractors were left unpaid, without whom the work on the railway would have been discontinued a year before.

In my next letter I shall refer to the jobbery in connection with the station buildings and grading station grounds on Sections 9 and 15, the contract for which has been given to the Engineer's brother; and will also refer to the large contract, amounting to probably thirty or forty thousand dollars for erection of snow sheds and fences between Bathurst and Campbelton, which has also been given to the brother of the Engineer in charge without public tender, and which is a general topic of complaint among those here accustomed to contract for such work.

I remain, etc.,
JUSTITIA.

To the Editor of the Watchman.

In your issue of the 9th inst., I notice some queries concerning the Engineering Department of the Intercolonial Railway, which you call upon the Halifax *Chronicle* and *Citizen* to answer. Will you allow me to add a few more queries to the list? Is it true that both Messrs. Schreiber and Macnab are the best paid officials in the service of the Intercolonial Railway, and devote at least three fourths of their time and energies to the advancement of their own private interests, to the neglect of their legitimate duties, entailing serious loss to the Government as well as to contractors—who are obliged to wait until these gentlemen can spare time from their own private business to attend to the work for which they are so handsomely paid? Is it really true that Mr. Macnab receives a salary of $3,000 per annum for services as Engineer for the Nova Scotia Government and $2,600 from the Dominion Government as Engineer of the Intercolonial Railway, and, not satisfied with this, has a contract to construct several miles of Railway for the Londonderry Steel Company, to connect with the Intercolonial Railway, which Company are now receiving substantial benefits from the Government, and will probably be asking for more favors, through this gentleman, who, to grant or recommend such favors, must certainly compromise his position as an independent Government Engineer?

Is it also true that Mr. Macnab has received large amounts from the Western Counties Railway in consideration of services rendered the Company outside of his duties as Local Government Engineer, again thereby compromising his position as an independent Engineer?

Is it also true that as soon as Mr. Macnab had secured the contract from the Londonderry Steel Company, he procured the dismissal of the said Company's Engineer (whom he considered in his way) and, before the contract was even signed, had secured the services of the Engineering staff of the Western Counties Railway (of which railway, remember, he is the [Independent] Government Engineer, and makes the monthly certificates on which the Company draw the Government subsidy,) and had these Engineers engaged in making important changes in the location and grades, to his own material benefit?

In connection with this private contract, is it also true that this same gentleman, whilst in the capacity of Engineer of the Intercolonial Railway, was denouncing imaginary "Rings" formed amongst contractors, who had tendered for various works advertised by C. J. Brydges, was at the same time actually engaged in a Ring to secure the contract from the Steel Company?

When the foregoing queries in connection with the said contract are answered, I have a few more to submit on the same subject.

In a paragraph in answer to one of your cotemporaries you ask, if all of the Stations north of Moncton are completed, how was it they were never put up to public competition? May I also join you here in submitting another query: How was it the Government went to the heavy expense of advertising in all of their organs for Tenders for Freight Shed at New Glasgow, one mile of Snow Sheds, and a large Car Shed at Moncton—and after numerous contractors had spent time and money in travelling hundreds of miles to get the necessary information to tender for these works, they are not given to any contractor but undertaken by the Department to be done by day's work, and will certainly cost the country 50 per cent. more than if let to a competent contractor? While on the subject of contracts, may I ask, is it true that a Station at Petitcodiac was advertised a few months ago, plans exhibited on which contractors based their tenders, and after all the tenders were in Mr. Macnab made important changes in the plan and awarded the contract to a pet of his, without asking for new tenders?

In conclusion, is it true that the Engineering department of the Intercolonial Railway under Mr. Macnab is and was (notwithstanding the *eulogy* of autocrat Brydges on that point in his famous Report) the most corrupt, worst managed, and open to the severest censure of any Department of the Railway, exhibiting the grossest ignorance in engineering ability—making mistakes which have cost the country tens of thousands of dollars—for instance, Dorchester wharf, which cost double the amount it should have cost had it been planned by a competent party,—also, a large amount of money wasted at Sackville Bridge—also, the new Wharf at Richmond, which has already cost a large amount in excess of the contract—and is liable, from its peculiar construction, at the first heavy blow to topple over into the harbor? These three works alone, not to mention numerous others equally glaring, ought to be sufficient to show the public, if not the powers that be, that the Government Engineer is occupying a position for which he is totally unfitted; and as he has now taken up the business of Contractor, the Government could not have a better opportunity of dispensing with his costly services and appointing a more competent person in his stead, thereby saving a large amount of money to the country.

Yours, OBSERVER.

—The Kingston *Whig* says "Mr. Brown is a powerful ally of the Government, but he is not, owing to peculiar circumstances, the leader of the Reform party." "Peculiar circumstances" eh? Why, it isn't Mr. Brown's fault that he has big feet. —*Toronto National.*

KIDD'S TREASURE.—A credulous Cape Bretoner had revealed to him in a dream the place where Capt. Kidd's treasure is buried, but ghosts and blue devils frightened him and his friends from the place three separate times—and the treasure cannot be got at.—*Herald.*