1876-St. John Freeman, print-

The Halifax Citizen Printing Company, in which Mr. Jones, member for Halifax, and Mr. Vall., member for Digby, were largely interested, also received printing contracts from the Government Their bills were as follows:

Halifax Citizen Co.: 1875—Printing for P. O. Depart-

Police...
Part 2, p. 122, Spirits, M. Police
Part 2, p. 123, Sacks, Rope, &c.,
M. Police...
Part 2, p. 136, Militia-Trans-

Though Dr. TUPPER could not put his hand on the speeches of Mr. MACKENZIE from which we have quoted above, Mr. BLAKE remembered them; at least he voted for Mr. Ruffer Stephenson's motion to give the bill the six months hoist, and with him Mr. Davin Muller and whose names have been unpleasantly 10,263 94 and with him Mr. David Mills and lifax Citizen Printing Company. On the 2nd April, 1875, on the ques-

opinion the proposal of the Government to grant aid to any railway should be sub-

stretches. All the railway, therefore, to be built by him was about 45 miles from the pains of the law, to be built by him was about 45 miles from Lake Superior to Shebandowan, and about 100 miles from the North-West Angle to Fort Garry, and the Pembina branch of about 70 miles, making altowhitewash the First Commoner and a locan followers!

PARLIAMENTARY CONTROL OVER CONTROL OVER CONTROLS.

Parliamentary control over the Executive expenditure and over Government of the strength of the railway, therefore, to be built by him was about 45 miles from the voice from the pains of the law, to be built by him was about 45 miles from the pains of the law, to be built by him was about 45 miles from the pains of the law, to be built by him was about 45 miles from the law, to be built by him was about 45 miles from the pains of the law, to be built by him was about 45 miles from the pains of the law, to be built by him was about 45 miles from the pains of the law, to be built by him was about 45 miles from the pains of the law, to be built by him was about 45 miles from the pains of the law, to be built by him was about 45 miles from the pains of the law, to be built by him was about 45 miles from the pains of the law, to be built by him was about 45 miles from the pains of the law, to be built by him was about 45 miles from the pains of the law, to be built by him was about 45 miles from the North-West the whole down the decided to the whole down they declined to take more than they tendered for, and Cox & Green have published a letter over their own signatures stating that they over communication of the 23rd inst., as to whether the pool, England, &c., I beg to inform you then decided to the whole over their own signatures stating that they own signatures stating that they own signatures stating that they own signatures they named, that they being the lowest." As a matter of take the whole con their own signatures stating that they own signatures they named, that they being the lowest. As a matter of take the whole con

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Mr. Tupper—I did not say you said so.
The hon, gentleman has stated that he did
not say so, and I am prepared to accept his
statement, because I am not in a position
to controvert it.

Though Dr. Tupper could not put his
land on the spacehes of Mr. M. M. Correction

Next, as to the contracts. Mr. Mac
RENZIE has claimed that the lowest tender was in every instance accepted. The
tenders which actually were accepted
were as follows: Guest & Co., \$54; other Government supporters.
On the 2nd April, 1875, on the question of Pacific railway telegraph contracts, Dr. Tupper moved:
"This House regrets that contracts have been made by the Government for the construction of the line of telegraph from Lake Superior to Cache Creek, before the location of the line of the Canada Pacific Railway has been determined upon."

To this Mr. Kuppareur added the

Halifax Offices Co.:

1876—Printing for P. O. Department.

1876—Printing for P. O. De

Exceptive as to the disposition of the RailPart 2, 19, 136, Milita-TransM. Pollon.

75 99
Part 2, 19, 136, Milita-TransSupplied.

12 07
Part 2, 19, 136, Milita-TransSupplied.

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Part 2, 19, 136, Milita-TransSupplied.

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Part 2, 19, 136, Milita-TransSupplied.

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Part 2, 19, 136, Milita-TransSupplied.

15 08
Part 2, 19, 136, Milita-TransSupplied.

15 08
Part 2, 19, 136, Milita-TransSupplied.

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Part 2, 19, 136, Milita-TransSupplied.

16 22
Part 2, 19, 136, Milita-TransSupplied.

18 20
Part 2, 19, 136, Milita-TransSupplied.

2, 106
Part 2, 19, 136, Mili (Signed), DOYEN & RAMSDEN.

ment that the lowest tender was in every instance accepted.

It will be seen that the tender from Antwerp was rejected upon the ground that it was not in accordance with the advertisement; and yet, after all these tenders were opened, and all these contracts were awarded—when the whole transaction, in fact, in relation to the advertising for tenders had been closed—a private arrangement was made between Mr. MACKENZIE and COOPER, delivered f.o.b. at Liverpool. It has been the boast of Mr. MACKENZIE—it was his boast especially in relation to this steel rail purchase—that in every case tenders were invited; but the facts show that in this, as in other statements made in relation to it, he was wrong The following correspondence will explain this latest transaction:

"Gentlemen,—In reply to your several communications on behalf of Messrs. Naylor, Benson & Co., I am to state that the Government accepts their offer to supply 5,000 tons of steel rails at £10 10s. sterling per ton f. o. b. at Liverpool, and allows £2 per ton for freights to the Vancouver ports.

"The Agent-General of the Dominion, E. Jenkins, Esq., will see to the insurance.

"PHILIP S. JUSTICE, Esq.,
"No. 14, North Fifth street,
"Philadelphia, Pa., U.S."

There is no doubt of the truth
of Mr. JUSTICE'S statement, that
permitting rails to be delivered
f. o. b. at Liverpool, would have
greatly increased the competition, and
would have had the effect of correspondwould have had the effect of correspondingly decreasing the price of those rails; but it is evident that it would not have suited the special object of Mr. MACKENZIE. The public, however, will naturally ask what right Mr. MACKENZIE had, in the first instance, to reject the tender from Antwerp, by which \$27,000 would have been saved on the ground would have been saved, on the ground that he would only accept rails delivered in Montreal, to refuse the offer of Mr. PHILIP S. JUSTICE to increase the competition by accepting tenders for rails delivered at Liverpool; and afterwards, by private arrangement, to enter into contracts with Cooper, Fairman & Co., and get the other rails so delivered at Liverpool at ten shillings a ton higher than offered by the Antwerp firm, and by the West Cumberland Company as

The Steel Rail Transaction.

We have dealt thus only with the question of the purchase of these rails, but there remains the question of transportation.

People will naturally inquire, who were this firm of Cooper, Fairman & Co. to whom these special favours were granted? What was there in their business which should have secured for them privileges absolutely refused to other firms? The answer is one which certainly cannot be accepted as creditable to Mr. Mackenzie. His own brother was a partner in the firm, and to that fact is to be attributed all these special favours. As doubts have been expressed upon this point, it is as well expressed upon this point.

THE CARRYING CONTRACTS.

We have dealt thus only with the question of transportation of transportation. In April, 1875, Mr. Machange to the cargo do in declivery tich charge to transport the cargo to transport the cargo to transport the cargo to the cargo. Less cost of d

special favours. As doubts have been expressed upon this point, it is as well to give here the official notice of partner-"[No. 59.]

"Province of Quebec,)
"District of Montreal. "We, the undersigned, do hereby certify "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 FIFTEEN THOUSAND DOLLARS to the capital stock of the said partnership,

Which said co-partnership commenced on the FIRST DAY OF JANUARY INSTANT

and terminates the FIRST DAY OF JANUARY, 1878. Dated this second day of January, one thousand eight hundred and seventy-

(Signed), JAMES COOPER, F. FAIRMAN, CHARLES MACKENZIE. Signed in the presence of (Signed), JOHN C. GRIFFIN, N.P.

Filed and registered this seventh day of January, one thousand eight hundred and an economical gentleman like Mr. Manager of the control of t

But it has been pretended that Mr. CHARLES MACKENZIE had retired from the firm before these transactions took place. Mr. MACKENZIE in his speech in North York, said: "A firm in Mont-"real, in which my brother was at one "than have the slightest doubt cast upon this integrity in this matter." Now, as a matter of fact, and as proved by the record, Mr. CHARLES MACKENZIE of the Comment to the Comment to the Comment to the consignees are to unload. Not knowing if it is the intensity of the Comment to the Commen did not retire from the firm until after all these transactions took place. There has been some attempt to mystify this matter by pretending that the notice of dissolution was not inserted at the time the dissolution took place. There is no doubt upon that point, for the notice of dissolution states the time at which the partnership ceased, and that time was after all these contracts had been entered into. Here is the official record which settles that question:

"PROVINCE OF QUEBEC,
District of Montreal. District of Montreal.

"We, James Cooper and Frederick Fairman, both of the City of Montreal, Hardware Merchants and Importers, hereby certify that we have carried on and intend to carry on business as such at the said City of Montreal, in partnership under the name or firm of Cooper, Fairman & Company, and that the said copartnership has subsisted since the fourth day of May last, and that we, the said James Cooper, and Frederick Fairman, are and have been since the said day the only members of the said partnership. Witness our hands at Montreal this twentieth day of July, one thousand, eight hundred and seventy-five.

(Signed), "JAMES COOPER, "F. FAIRMAN.

"Fyled and registered this twenty-

"F. FAIRMAN.
"Fyled and registered this twentyfourth day of August, one thousand eight
hundred and seventy-five.
"HUBERT, PAPINEAU & HONEY.

We have thus the fact beyond contro versy, that Mr. CHARLES MACKENZIE was a partner in the firm of Cooper, FAIRMAN & Co., when these extraor-dinary favours were granted to the firm by Mr. MACKENZIE; that he did not retire until after all the contracts had been made; and it is a fact which nobody has ventured to deny that he received on his retirement promissory notes pay-able at the Exchange Bank for the \$15,-000 which he had put into the firm. It required the proceeds of these transac-tions to enable Cooper, Farman & Co. to pay these notes, so that the fact is beyond controversy that the result of all these transactions was to enable Mr. Charles Mackenzie to withdraw his capital intact from the firm, in which, but for that fact, it would probably have been irretrievably lost.

THE LOSS TO THE COUNTRY. What the country has lost by the mere purchase of these rails has been estimat-ed at not much less than two millions of dollars. The statement prepared by Mr. MACPHERSON on the subject of the loss from this steel rail purchase is as follows, and no man is better qualified to give a statement upon the subject than that honourable gentleman: "The Profit and Loss Account of the Government Steel Rails speculation may be taken to stand about as follows:—

Cash paid in England for steel
rails and fastenings......\$2,938,900
The same quantity could have
been purchased, deliverable
this spring in Canada for..... 1,800,000 Loss on first cost \$1,138,900

nterest to 30th June, 1877, on ascertained payments..... To this must be added the cost of 4,000 tons laid upon the Truro and Pictou railway, a line that would not have been

Ascertained loss to the end of current fiscal year, 30th June, 1877.....\$1,645,385

Interest is running on at the rate of about \$13,500 per month, and is increasing—I estimate the further loss by interest before the rails are

loss by this unfortunate transaction, before the interest acount can be fairly closed, will not be less than Two MILLIONS OF DOLLARS!

The rails have been distributed as follows:

The rails have been distributed as follows:

The rails have been distributed as follows:

The rails have been distributed as follows: ship as customary. The freight is to be 5,000 tons to Vancouver Island, where they are not required.

Ship as customary. The freight is to be paid as follows, viz.

—Two-thirds in London on ships' final

And the remainder are at various places at the rate of exchange for bids on London at usance, free of interest and commisfrom Kingston to Manitoba."

THE CARRYING CONTRACTS.

One would have imagined that, in accordance with the general principle Mr.
Mackenzie has laid down, Mr. Sam-UEL'S tender would at once have been accepted. He offered as surety Messrs. D. Butters & Co., of Montreal, and certainly no better surety could be offered; and yet, upon the ground that Mr. Samuel was not a steamboat owner, his tender was rejected. All the other tenders were also rejected, and an arrangement was made with COOPER, FAIRMAN & Co., who are not steamboat owners, and never have been steamboat owners, for the transport of these rails. The pretence was that in the November previous, COOPER, FAIRMAN & Co., in one of the tenders which they sent in, had offered to deliver the rails at Duluth and French river at \$5.60 per ton extra, exclusive of any harbour or wharfage dues. When Mr. MACKENZIE got in his tenders as stated above, in answer to his advertisement, he appears to have entered into correspondence with COOPER, FAIRMAN & Co., and they then proposed, on behalf of "The Merchants" Lake and Steamship Line," to convey the rails at \$6.20 per ton, including all the chartes mentioned in the advertise.

the rails at \$6.20 per ton, including all the charges mentioned in the advertisement. That offer was accepted. It will be seen that it was twenty cents a ton higher than Mr. Samuel's offer. Not a very large amount, not a very serious matter, being only a thousand nary, one thousand eight hundred and enty-three.

(Signed),
HUBERT, PAPINEAU, & HONEY,
P. S. C."

dollars, but even a thousand dollars, to an economical gentleman like Mr. Mackenzie, ought to have been worthy of consideration. The most extraordinary fact, however, is that Mr. Mackenzie, when he determined to refuse these tenwhen he determined to refuse these ten-ders, should have accepted Cooper, Farrman & Co.'s offer of the previous November, and should have ignored other offers which he had at the same

time. Here, for instance, was an offer colace. Mr. Mackenzie in his speech in North York, said: "A firm in Month York, said: "Ortawa, Ont., Nov. 14th, 1874. "Dear Sir,—Should the Government prefer to have these rails delivered at the following points:—Duluth, Fort William and Georgian Bay instead of Montreal, we can deliver them at Duluth or Georgian Bay at \$4 per ton additional, and at Fort William at \$4.75 additional, conditional as tion of the Government to insure the various cargoes on the lakes, we have not included the lake insurance on the inland freights, \$4 and \$4,75, which would be

about 16 cents per ton.
"Your obedient servants, "(Signed), PERKINS, LIVINGSTON, POST & CO., "Agents of Guest Co." The Minister of Public Works,"

This offer was from the agents

GUEST & Co. to deliver these rails at the points named for an additional sum of \$4 per ton at Duluth or Georgian Bay, or \$4.75 per ton for delivery at Fort William. That is, in round figures, at least a dollar less than COOPER, FARR-MAN & Co. offered, and would have re-MAN & Co. offered, and would have resulted in a saving of five thousand dollars. Then again in the tender of T. V. Allis, of New York, were the words "with the option of delivery "at Duluth or Georgian Bay at \$5.00 "per ton additional." That is sixty cents a ton less than Cooper, Farrman & Co., or a saving of three thousand dollars. All these offers were rejected, and a private arrangement made with Cooper, Fairman & Co., ignoring the tenders sent in, at a loss to the country of between five and six thousand dollars. The proceedings which occurred in Parliament in relation to the seat of Mr. Norris, the member for Lincoln, threw some additional light upon this transaction. It turned out from the papers brought down at that time that the Company in whose behalf Cooper, Fairman & Co., pretended to make an offer in April, 1875, was actually not in existence at the time, but that a combination was made in such a way as to confer an important favour upon a member 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 Intercolonial railway, but they were used in violation of the law, because the pretence was that these rails were purchased under the general authority of tenders sent in, at a loss to the country of between five and six thousand dolconfer an important favour upon a member of Parliament who was a supporter of the Government—a favour which subsequently caused him the loss of his seat, in consequence of its being a vio-lation of the Independence of Parlia-

seat, in consequence of its being a violation of the Independence of Parliament Act.

COOPER, FAIRMAN & CO., AGAIN.

Then there was another transportation arrangement. Messrs. Cooper, FAIRMAN & Co., who, as we have said are not shipowners, were entrusted with arranging for the transport of rails to British Columbia, where it turns out that they were not wanted in consequence of the policy of Mr. MACKENZIE in abandoning the Vancouver Island railway. No tenders were invited for this British Columbia transport; but the Government had a formal offer on the subject, as will be seen by the following letter:

"MONTREAL TELEGRAPH COMPANY, "OTTAWA, 11th January, 1875. By Telegraph from New York to Hon. A.

Mackenzie.

"Have just received contract duly executed by Guest & Co., which we forward to you. We learn, through a Transportation Company, that you may want some rails at British Columbia. Will you consider a proposition from us to ship one lot direct there, or for an additional ten thou-

sand tons to be sent there? Please tele

"PERKINS, LIVINGSTON. POST & CO. That letter was not even replied to but an arrangement was made through COOPER, FAIRMAN & Co. for the trans. COOPER, 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 21 per cent. commission to the ship-brokers, was from £1 8s. 6d. to £1 10s. Od., 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

they are not required.

11,000 tons to Nova Scotia, 4,000 tons of which are to be given away to a private

—Two-thirds in London on ships' final sailing from port of loading, subject to a discount of six per cent. in full of interest, sion at the port of discharge for ships disbursements there; the balance in Lon

> 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 Co. lumbia, we have an actual loss in the mere matter of transportation of

On the 5th January, 1875, the Gov-

\$90,000.

ernment 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 competition, 5,187 tons at £10 10s, per ton, also f. o. b. in England, for British Columbia. The country's loss by this act of favouritism was 10s. stg. per per ton, and at the same time Cooper, Fairman & Co. tender-ed at \$101 per ton. Cooper, Fairman & Co. got a contract

for 160 tons.

The country's loss by this act of 1,365 England, supplied to Canada 10,000 tons of steel rails, and for the rails 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,

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 was \$2.04 per ton on 10,000 tons, and amounted to....... tons, and amounted to....... In April, 1875, the Red River Transportation Company ten-dered 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.

15,141 tons.

The difference in the rate of freight and in the ten weight amounting to \$3.30 per ton. favouritism and mismanagement was \$3.30 per ton on 15,141 tons, and amounted to \$49,965 United States currency, and in

The loss on the four transactions which I have enumerated amounts to...............

SUMMARY. These rails, sufficient to lay five hundred miles of railway, were purchased in the January of 1874. Purchased without the previous sanction of Parliament, and with no vote of Parliament to justify their purchase. How thoroughly unnecessary was the purchase at that time will appear from the return brought down during the last session of Parliament. That return had relation to the number of miles actually laid, down to chased under the general authority of the Pacific Railway Act. It is true that, in order to get rid of them, the Pictou Branch was laid anew with steel rails, before being handed over as a free

(To be Continued.)

OUR PARIS LETTER.

(FROM OUR OWN CORRESPONDENT.

spondent becoming bewildered, surely when a vast exhibition stretches out b

im in all its multiplicity of gr ses, sub-classes, and annexes. ne with our Mother Country, we

ell feel proud of her, for in the whole bition there is none that rivals her ch olay. The Indian Pavilion in tibule with the Prince of W presents, of course attracts a great de ention. Passing on in our hur sketch through our sister Austra courts, we are not struck with anyt very artistic. Over Victoria there motto "Advance Australia," with wi we cannot help agreeing, as she no it; for inside the Court, beside a trophies and minerals, some very ferior cloths make up a large bulk the display. In South Australia the display. In South Australia the display. the display. In South Australia the degreen emu eggs set in silver are verty, the copper ores and malachite also good. Queensland has enclosed goods in a court, hung inside and out we pictures illustrating the life and seen the country," and lastly the only the noticeable in New South Wales are we and gold quartz. Passing through Cape of Good Hope, which has some costrich feathers and ivory, we find a selves in the United States. This sect ostrich feathers and ivory, we find selves in the United States. This sect is still very much behind hand and the second of the any other country. But we must pass to Norway, where there is a fine trophy furs and some of their lovely silver fila-work. In Sweden also we see the sil ornaments, a splendid iron collection, in furs and unlimited matches. Then pass through the first central corridor, wits charming array of statuary, its charm Italy. This rising Kingdom has very creditable exhibition, a la quantity of beautiful Venetian g and mosaic work of all sorts, including laid tables and jewellery. In Japan th is hardly anything but porcelain; whin this maniacal age is already nearly sold. China is notorious for silks, a one's riveted gaze can be taken off the beautiful sold and old pred case the elaborately carved and coloured cases the solution of the coloured cases the solution of the coloured cases the career in Spain, except some strange ear enware and silk cocoons. Austria enware and silk cocoons. Austria gone in strongly for meerschaum and am work in pipes, many of which are y handsome; her jewels and iridescent g are also praiseworthy. Russia gives the idea of fifty years ago; but the f magnificent malachite vases and table far to make up for the rest. The exh tion Switzerland has sent speaks well her industry and good taste; the wo carving is very fine, also the collection watches, some of which are almost mi carving is very fine, also the collection watches, some of which are almost mi scopic. Her photographs are also wond fully clear, notably the lovely one Geneva with Mont Blanc in the br ground, and the splendid old Lion Lucerne. There is also a division hung w muslin and lace-work which looks delig fully cool. Belgium, though so very is not finished; but her cloths, tapes and especially lace are extremely fi many complete dresses are to be seen m by the latter. Denmark makes a v poor show, and Greece nothing to boast The Argentine Republic is hardly finisl yet, and in the Duchy of Luxembourg manner in which a wines has become intermingled with model school room, would hardly be keeping with our way of thinking. course Persia, Peru, Tunis, Anam Central America, all of which are yet finished have nothing very artistic, unit be in what we should imagine orier eccentricities, the former has, however, fine exhibit of bird stuffing in two twees fighting over a young antelory and the contraction. s has become intermingled tures fighting over a young antelope, the latter an interesting bamboo hut a hammock swung in the middle, and nished in the back woods style. Port has a great many type printing appara and gaudy handkerchiefs, then at the of the foreign half of the building con Holland, which makes a very good displ The grand trophy with large pillars figures made entirely of wax, is a splen exhibit of a candle firm; there is also Dutch kitchen and room of the sixtee century, and curious wax figures in characteristic costumes of to-day, and display of engineering drawing and sil work is very fine. The whole of the vestibule is taken up with the active

one; the millinery, diamond, glass, doll departments attract the greatest doll departments attract the greatest tention.

The last consignment of Canadian god 31 boxes, arrived on Friday. Among the are several from the Educational Department of Quebec, half a dozen barrels from John Labatt, of London, containing and stout, and a very large map of Dominion, prepared by the Department the Interior for the exhibition, and shing the location of the principal production, forest, mines and fisheries; a sailway and water routes. The occurre of the various sorts of metals are marking little cirles of different colours, and is surprising what wast mineral wealth Cada possesses, both in extent and freque occurrence. It is also curious to note the surprising what vast mineral wealth C ada possesses, both in extent and frequ occurrence. It is also curious to note the great vineyard Marseilles is in same latitude as Toronto, Venice of eter spring, in that of Montreal, Vienna Paris come to the same as the north sho of Lake Superior, and London to tof the frozen country at the northernm point of Newfoundland. Dublin, Edinbur and Copenhagen have the same as that of unexplored heart of Labrador. Still furt north we place Stockholm and St. Petburg in the middle of Hudson's Bay. urg in the middle of Hudson's Bay. In also tells us that to the west there another of 30,000,000 acres, adapted for the growth of cere wheat, with great timber

dustries of Paris, such as glass blow diamond cutting, etc., of which more a

To attempt to enumerate the things of terest in the French half of the build

would be a catalogue of all the indust of France. Suffice it for the presen

say that their exhibition is a very bril

plumbago, and asphaltite, around the lone are nearly completed. I shall give description of others next week. Golden Opinions. is receiving golden opinions from all parts of sada. For burns, bruises, sprains, cuts, wounds, the Yellow Oil is without a rival. For horses wonderfully curative in galls, scratches, spayetc, and is the best friend of both man and be Read the following: RD'S YELLOW OIL is deser