

enough to pay the interest on its bonds, it has also, for the completion of the road from Hamilton northwards, nearly a Million Dollars in Municipal and Government grants. This is a sound financial basis to begin with, and then it is a fact that both North and South it traverses the best grain-producing region in Ontario, and at its northern terminus taps the great lumber districts, from whence the Americans draw their largest supplies. It will also intersect the whole of the other lines of railway—somewhere about a dozen in number—running East and West between Lake Erie and the Georgian Bay; thus insuring a traffic in the future which will, no doubt, make it one of the most profitable roads in Canada. We understand it is the intention of the Directors again to commission Mr. Stuart to return to England this winter to complete the negotiations, previously begun; and there can be but little doubt of his success. That being the case, the contracts will be let at once for the construction of the line northwards from Hamilton, and southwards from Jarvis to Port Dover, at one and the same time. To show that Hamilton feels a deep interest in the construction of this line, we may say that the nine gentlemen composing the Board of the H. & L. E. Railway, have provided nearly Half-a-Million Dollars on their own private responsibility to bring the road to its present position. They did this in order to prevent the bonds being sold at too low a price, and because they had every faith in the ultimate success of the road. Your late Representative, Mr. Stuart, was one of the nine men. Can any elector of Norfolk, then, doubt the sincerity of his pledges to complete the line, at the earliest practicable moment, through the Riding. His interests, as a Hamilton merchant, would prompt him to do so; and if, in addition, he should be Member for the Riding, there will be that further reason why he should exert himself to the utmost in the same direction. Mr. Stuart is not one of those men who for a tem-

tempt was made some years ago to carry a by-law for \$200,000 in Norfolk, for a narrow-gauge railway from Brantford to Dover, by way of Simcoe, than which there never was a more infamous scheme attempted to be palmed off on an unsuspecting community. The Controlling Spirits in that affair were a ring of Toronto speculators with George Laidlaw at their head. These men put up a few thousand dollars to carry their nefarious scheme through; PLUNDER could be their only object, for, as citizens of Toronto, they could never hope to reap any direct advantage from the line, if built. These Sharks entered the County, meetings were held in every township, and it will be remembered by all—Mr. Wallace was one of their most ready tools. He attended the meetings in every township, spoke in favor of the project, and did everything he could to impose the \$200,000 on the people. He failed, thanks to the good sense of the farmers whom he so basely attempted to dupe. Just look at the scheme for which he expected the county to give so large a sum. While the townships of Charlotteville, Walsingham, and Houghton were included in the group, the wheelbarrow road they proposed to build did not touch a single one of them. While the farmers of these townships would have had to pay their share of the \$200,000, many of them would have had to travel from 30 to 40 miles to get to it, and once they did get to it they could only go a few miles to Brantford, when it would dump them and their produce off, to take whatever prices the local buyers of that town might choose to give them. This was the way Mr. Wallace studied the interests of the farmers he now seeks to represent. Mr. Stuart, as a Hamilton merchant, by selling groceries largely to the storekeepers in the county, must necessarily promote his own interests when he promotes yours; and has surely a larger pecuniary interest in your welfare than Mr. Wallace, whose only interest in the county is the pro-

got a nice little crib in the Commissariat of the Pacific Survey. We learn from the Times that his accounts in the latter office are in a terrible state. He left the berth some two years ago, and the Times tells us "since then, though he and a couple of accountants have been nearly the whole of the time struggling to get the balance, there are some THOUSAND DOLLARS even yet to be found neither to be found in cash to the Government credit nor accounted for by vouchers." This accounts for the frequency of Mr. Wallace's visit to Ottawa these last two years. In this matter we await further developments, but meantime we heartily endorse the sentiment of the Times when it says, "it is the duty of the electors of South Norfolk to compel Mr. Wallace to show a clean slate in his Pacific Survey expenditure before they make use of that Parliament which may be called upon to sit in enquiry into his work as paymaster." It was interesting to know whether the startling discoveries in the accounts at Ottawa had any connection with the unusual abundance of bills in South Norfolk during Wallace's last election.

Since the foregoing was in addition light has been thrown on Wallace's doings at Ottawa by the following article in the Daily

THE OPPOSITION CANDIDATE FOR SOUTH NORFOLK

Mr. W. Wallace represents Norfolk in the last Dominion election, but was not a candidate in the last January. Mr. Stuart having been unseated, Wallace is now a candidate in opposition to that gentleman. We cannot but express our surprise at this fact. Mr. Wallace became master of the Intercolonial Railway in January, 1869, and occupied the position till January, 1871, at a salary of \$1,500 per annum. From March 1871, to July 31st, 1872, he was employed as paymaster to the Pacific Railway survey for the division. In the latter capacity he was to purchase supplies and pay the salaries of the staff.