

At the great hall of the Dominion of Canada... the 9th day of September 1881, incorporating David George Hutton, of the town of Peterborough in the Province of Ontario, in the Dominion of Canada, solicitor...

SPECIAL NOTICES.

ELLIOT & CO., DRUG MERCHANTS, ETC.

Linseed oil has been cultivated in Canada for a good many years. The local market has not yet been supplied, and the price is not below \$100 per barrel. Elliot & Co. are undoubtedly the greatest dealers in this line in Canada...

THE TORONTO BRIDGE COMPANY

The Toronto Bridge Company is a National Policy Industry, and one of the most important, its growth being remarkable.

Iron bridges, iron roofs and railway trestles, with bridge bolts, etc. are the staple manufactures, and it is purely and entirely a Canadian enterprise.

Situated on part of the old exhibition grounds (they have about three acres) bounded on the north by King street, and on the south by the railway tracks of the Northern & North-Western, Grand Trunk, Toronto, Grey & Bruce and Credit Valley railways, with sidings running into the yard and shops, connecting with all the railways running into the city, their shipping facilities to all points are easy and direct.

Although only in operation since the inauguration of the National Policy, and having at first a hard fight for existence, owing to the undervaluation of imported bridges, which practice has since been stopped by our paternal Government, business has so increased and grown that this summer it was absolutely necessary to increase the shops and facilities...

The following are some of the orders on hand, the spanning from seventy to two hundred and thirty feet each, and located from Nova Scotia to Manitoba, Windsor and Annapolis Railway, one span; South-Eastern Railway, two spans; Quebec, Montreal, Ottawa & Occidental Railway, ten spans; Canada Atlantic Railway, seven spans; Toronto, Grey & Bruce Railway, seven spans; Canadian Pacific Railway, two spans. Aggregating in all over 500 lineal feet of railway bridging. In addition to this there are three or four railway trestles, and a number of highway bridges all over the country, which aggregate over 1,500 lineal feet together of highway bridging, the principal ones being two trestle bridges at Rosedale, a suburb north-east of Toronto, one is 60 feet high, 30 feet long, and the other, over the Don ravine 40 feet high and 600 feet long.

The principal works recently completed are, Westminster Bridge, London, Ont., which crosses the River Thames in a span of 154 feet, a swing span over the Chambly Canal for the South-Eastern Railway, an iron trestle bridge 60 feet high and 380 feet long at Chesley, Ont., for the Stratford & Huron Railway, two railway bridges over the new Welland Canal for the Dominion Government, one near Toronto, the other near St. Catharines, a bridge of three spans, the centre being with a fixed approach span over a shoal, three bridges for the Dominion Government on the Pembina branch of the Canadian Pacific Railway, and not least, two bridges for the Dominion of the same railway over the western and western outlets of Lake of the Woods. Each bridge is composed of a span of 200 feet, with a span of 100 feet on each side. The western outlet is rapid, the water running so fast it was impossible even to take soundings, and putting in temporary stages or works was out of the question. The great deal of consideration the

difficulty was finally and successfully overcome by making in that a suspension bridge, first of steel cables and finally of steel tanks, and building the temporary structure on them, the attachments being used as anchorages and the piles as towers. This piece of work is one of the most difficult ever accomplished in this country.

PACIFIC RAILWAY COMMISSION.

At 10 o'clock Tuesday morning the Pacific Railway Commission resumed its sittings in room No. 4, Senate building, Judge Clarke presiding.

HON. MR. MACKENZIE'S TESTIMONY.

In answer to questions put by the chairman, Mr. Mackenzie said he had charge of affairs of the Canadian Pacific Railway as Minister of Public Works during the whole period of his administration, from November 7th, 1873, to October 14th, 1878. Surveys had been out for two years previous, but he does not know the exact expenditure. The surveys were, he thinks, merely exploratory. If Mr. Marcus Smith expressed the opinion that a good route from Edmonton to Burrard Inlet could be obtained, he received from it afterwards. There were no instrumental surveys of location at all at that time. I cannot say how long after my Government assumed office that the Chief Engineer made a report which would justify decided action in relation to letting contracts. In 1874 Mr. Fleming said he had found a crossing from the Thompson River to the Big Head impracticable, and it was decided to explore the country northward, following the line of the Fraser to the head of Chilcotin River. This line was ultimately adopted as far as Jasper House to Fort George.

At this stage witness declined to be examined on the policy of the late Government.

The Chairman thought it necessary to know the Government's policy in carrying out an investigation.

Mr. Mackenzie thought otherwise and continuing said Mr. Fleming was not directed to follow any different course from that pursued under the previous Government. He was to make exploratory surveys, to be followed by instrumental surveys. The former to show where the latter were to be made. The location surveys mentioned by Mr. Fleming in his report of 1874, between Pembina Branch and north of Lake Superior, were the first. We pretty well decided upon the location through the prairie country, the general location being decided as far as Yellowhead Pass. The telegraph lines were supposed to follow the same. I think the Shebandowan section was located. I presume the tenders for the construction of telegraph lines were scheduled and opened as others were. I never opened any tenders myself while in the Department. I cannot say whether Sifton, Glass & Co's tender was understood to be for the whole line, or only for a section. I do not remember that Mr. Fleming had a different understanding as to this firm being tenders for the whole line. Contracts were awarded upon calculation of the engineer and assumed in every case to be lowest. As Minister, I had nominally to give decisions, but I do not remember a case where I decided in opposition to my officers. I took no greater part in awarding

SIFTON, GLASS & CO'S TENDER

than any other. I had no negotiations with the parties. I never dealt with the contractors excepting through the departmental officers; I recollect that the question of maintenance came up but do not know in what shape. Sifton & Glass may have called upon me before the contract was awarded as others did. I was not called to put a construction on the tender different to Mr. Fleming's interpretation. There was a question of profit raised, but I do not remember exactly what it was; so far as I know there were no terms granted as regards the profits of the line different to the tender. I gave no decision in the matter. As regards these tenders the pecuniary results were the only ones considered; contracts were let in the interests of economy. Oliver, Davidson & Co. obtained their contract as assignees for the contractors. It has frequently occurred that tenders passed into other hands before work was commenced, as in the Whitehead case. I cannot furnish the evidence of what led to the displacement of the contractors. Mr. Trudeau ought to have it in the Department. If he cannot give it I cannot.

The Chairman—I understand the difference between Oliver, Davidson & Co's tender and the lowest was \$27,000 which Mr. Trudeau could not explain.

STEEL RAILS.

The Chairman said the next question in order of time was the steel rails contract. The advertisement calling for tenders, he said, appeared about the end of September, 1874, and he desired to know what led to the opinion that it was necessary to make such extensive purchases at that time.

Mr. Mackenzie—They were made on the recommendation of Mr. Fleming, who considered that steel rails had reached bottom prices. Irrespective of price, I thought that there was an absolute necessity to go on with the construction. We bought 40,000 tons.

Q About what quantity would be required on the Pembina branch?

A About 50 tons per mile.

Q That would account for the necessity of providing about 10,000 tons. As to the remaining quantity did that weigh in the water?

A Certainly.

A SLIGHT ARRER.

Q For the present if we could keep out of sight the cost, I suppose the price would be high or low than it was at that time

and the rails were actually needed they would have been provided. I am endeavouring now to see whether the necessity for the use of the rails was a reason for the purchase irrespective of price?

A In other words you are endeavouring to see if you can find fault with the policy of the Government. I decline to answer any question as to the policy of the Government, but as so many falsehoods were circulated regarding the purchase of these rails I have answered every question put to me—not that I have any right to do it but because I choose to do it.

Q I may say on behalf of the Commission that if you will say now that the policy of the Government, as a whole, was to purchase these rails irrespective of necessity for their use, I will ask you no further questions.

A I prefer you to go on with your questions.

Q Then understand that the responsibility of asking questions rests with you.

A The responsibility of what?

Q The responsibility of asking questions.

A You have no right to ask questions affecting the policy of the Government.

Q I repeat now, if you say that it was the policy of the Government as a whole to purchase these rails irrespective of the necessity for their use, I will ask you no further?

A I have already told you what were the two reasons for purchasing them, and what more do you want?

Q If you have already given the two reasons, you must be able to give one. If you have a greater, you must have a less?

A Of the principles of the Government you have no right to ask.

Q Do you decline to give particulars of the reason of the necessity?

A I have already said so.

Q I fall to see where it existed.

A There were 2,000 miles of railway to build.

Q In ten years, but was it the policy of the Government to purchase without a necessity. The Commission can assume that the details of the department may be inconsistent with the principles of the Government?

A The Commission has no right to assume.

Q Do you decline to give any evidence of the necessity for their use?

A I have already said all I've got to say about the purchase.

Q Will you say the price is a material element?

A I have already said so.

Q Are you willing that the reasons be investigated?

A Investigate whatever you like. The fact is, Mr. Fleming thought the rails had reached their lowest.

Q Did you not, as head of the Department, consider it your duty to enquire into the reasons?

A I accepted my engineer's reasons. To the Chairman—There were no Canadian manufacturers to compete for the work; there were agents. If I had not thought eight days notice sufficient to get English manufacturers to compete I would not have fixed that time. I was advised subsequently to extend the time, and I did. In the awarding of tenders I did not give preference to any one.

Witness was here examined at length on the awarding of the contracts, but nothing new was elicited. He maintained that the lowest tenders were accepted in all cases unless some good reasons could be given, and which would be furnished by the Department. He could not say now it was that Cooper, Fairman & Co's offer for freighting from Liverpool was accepted at £10 10s per ton, and Crawford's at £10 5s was rejected. In dealing with the tenders for the 40,000 tons, the intention was to award to the lowest, and go up as forced to by the rise in price.

MR. MACKENZIE'S BROTHER.

The Chairman asked if witness desired to say anything about Charles Mackenzie, his brother, in relation to Cooper, Fairman & Co's contract.

Mr. Mackenzie said he first saw a statement in the Gazette, to the effect that his brother was interested in the company. Subsequently he had an interview with him, and received assurance that he was not. I then telegraphed him if I might publish that statement, which I did. He had done nothing improper in connection with public affairs.

The Georgian Bay contract awarded to Mr. Foster was then taken up. The \$11,000 paid to Mr. Foster for explorations, etc., was authorized by Mr. Fleming's report. The Government were misled into the contract by incorrect information of their officers.

The Commission then adjourned until 2 p.m.

AFTER RECESS.

The examination of Mr. Mackenzie was continued. The Government had adopted the policy of constructing that portion of the line west of Lake Superior upon the representation of the Engineer. Shebandowas was at first the western terminus of No. 13 contract, but it was found necessary, owing to the roughness of the route west of Sturgeon Falls, to deflect the line nearer Thunder Bay. (He here dealt with the policy of the Government, which, he said, had already been given in his speech.) He also referred to the question of grades and quantities, which were already being dealt with. Location of contract No. 13, from Red River to Crow Lake, was decided upon by the Engineer. If there was any remonstrance on part of contractors as to the portion of the line near Red River not being located, it should be in the Department. He did not remember any it was intended that Whitehead should do the work for the contractors and not the Government. What Whitehead received he considered was to be deducted. The question of bargeage was not submitted to me. Regarding

THE FORT FRANCIS LOCKS.

no investigation had been made as to whether the money was properly expended, because it was not considered necessary. The engineers were responsible for the proper expenditure. The next contract taken up was No. 15, let to Sutton & Thompson, who subsequently took Whitehead in. He did not

know before the contract was awarded that either Whitehead or Senator Macdonald were interested. The Government were dealing altogether with Sutton & Thompson. Senator Macdonald, he thought, was their agent. Both the Senator and Whitehead denied that the latter had received any money consideration for withdrawing when he asked them. Charlton & Co. had two months to furnish the necessary security, and having failed, the contract was handed over to other parties. Mr. Macdonald was tendered the contract, but he wanted to make a provision that section 14 be completed in the required time. This would make the Government responsible for the delay which they declined to accept. On section 16 the Government were bound by the agreement with the Canada Central to pay 75 per cent on rails delivered. A quantity was delivered at Renfrew—the nearest point possible to the line. Mr. Foster was building the road to Pembroke, and applied for the loan of 200 tons of rails for which he gave £6,000 in Eastern Railway bonds as security. They were afterwards satisfactorily accounted for. With regard to the contract for carrying rails from Liverpool to Vancouver Island at £2 per ton, and amounting to about \$20,000, he said the only enquiries they made about rates were what they saw in the papers. The contract for the transportation of rails from Duluth to Kingston was awarded to the Kitson line because they controlled the boats and were the only one who could perform the work satisfactorily. Another reason was that they charged nothing for storage or wharfage. The next contract was No. 20, with

COOPER, FAIRMAN & CO.

for the transportation of rails from Montreal to Fort William. The lowest tender was from Mr. Samuel, but that gentleman not being a boat owner he was passed over. Regarding section A, he did not know why the same price were paid for work done on prairie lands as was paid on section 15, a more difficult country. The prices for embankment were, he thought, the same, but Mr. Fleming fixed a price for off ditches, which were omitted from the original contract as far as he could recollect. Regarding Brown's telegram, which had been made the plea for increased prices by contractors, he said he could not have possibly authorized anything that exceeded the instructions in the Order-in-Council.

The Chairman asked if Mr. Mackenzie had anything else to offer. He replied in the negative, and the Commission adjourned sine die.

CANADA AND THE UNITED STATES.

(United States Economist.)

Many considerations demonstrate the importance of mutually free imports, exports, and transit throughout the United States and Canada. Not only does our warmer climate enable us to produce many articles not easily or profitably grown in Canada, yet necessary for the comfort of her people and for which she can give us valuable exchanges, needed in the daily life of our citizens and as material for the manufactures we export, but our rivers, railroads, and canals are the only direct means she has of communicating with southern regions, while unfettered transit through her territory and the perpetually free navigation of the St. Lawrence are conspicuous wants of the Western and Eastern States. The people of Canada sprung from the same nations of Western Europe as those whence we derive our origin, have all the characteristics of a commercial, enterprising, and progressive nation, however its manifestations may have been retarded by isolation from the remainder of the continent, and favoured by the resources of a new and broad territory, their products and exports are of greater value than those of a population of equal number, but of any other race in the world. Already, though with insignificant numbers, less than one-twentieth part of those of Russia, Canada, yet a possession of Great Britain, occupies the fourth rank among the nations of the world in the magnitude of her commercial maritile. In the general education of the people, modern Canada is unsurpassed. Separated as they are by the Atlantic and Pacific Oceans from the nations of the Old World, and enjoying the yet slightly developed advantages of their country, their rates of the wages of labour are on the whole not very widely different from our own. From the greater part of the Canadian settlements, and at an average cost not far off at all exceeding that of the wages of an artisan for a single day, a man may come to the United States where he can earn such wages as are paid here and enjoy the advantages of republican institutions. In addition to these considerations, Canada is on the whole a forest and farming country, ready not only to sell us many of the bulky articles as we need for common use or for exportation, but also to receive in return those manufactures of which we usually have a large surplus, and for which we have not yet found sufficient markets.

It has followed as a matter of course, from the relative positions of the United States and Canada, and their dense populations, that their commercial relations have engaged the attention of the most sagacious statesmen and merchants of our country from the beginning of its history to the present time; and the advocates of the most liberal and intimate system of exchanges with the Canadians have been confined to no party, but have included in their numbers Protectionists as well as Free Traders. The advantages which, under a system of just and fair reciprocity, our own citizens and the people of the Dominion would mutually give and receive are at least in proportion to their respective populations, as valuable as those which any States or groups of States confer upon each other by unlimited freedom of trade between them, and these benefits are among the greatest derived from the union, and are the strongest bond for its preservation and perpetuity. The barriers to intercourse between our citizens and the Canadians are wholly artificial, the results of human law, and can easily be removed by mutual agreement and appropriate legislation.

Through duties on Canadian grain, we cut off an enormous trade which would naturally, and with mutual benefit to both countries, pass through our territory, paying freight to owners of our railroads and canals and giving work and wages to vast multitudes of men now in need, and adding to the profits of our shippers and merchants, besides, through increased employment, enlarging the demand for the agricultural and other products of the regions through which they pass. What in these respects is true of the city and State of New York is also true of Philadelphia and Baltimore and the States of Pennsylvania and Maryland. The latter, more remote from Canada, have not so clearly perceived the advantages of being enabled, with fewer or diminished impediments, to sell to her the products of their workshops or their imports from Europe and the regions of the tropics. Railroads, now giving such easy access from Baltimore and Philadelphia to the interior of the continent, have placed within their reach new advantages as regards trade with Canada which they do not yet adequately appreciate, but are already of much importance, and will continue to increase for centuries to come.

THE CROPS OF 1881.

Montreal, 27th.—The Grand Trunk authorities have issued their annual report of the state of the crops along their line in Canada. The oat crop has given the most abundant yield of all cereals, having been large in all sections of the country and very extensively sown. Barley is also a large crop this year and in the Bay of Quinte district, where this cereal is the staple product the berry is light, plump and above the average weight, the greater portion of the crop grading as No. 1 in quality. Wheat does not appear from the reports to have been so extensively sown this season as in former years, probably because the crop of 1880 was a signal failure, but the result has been very satisfactory, the yield averaging higher and the harvest being gathered under favourable conditions. Fall wheat was very generally substituted for spring wheat in this season's crop, having proved more profitable in 1879 and 1880, in each of which years the yield was large. The present harvest again gives a most gratifying result, nearly one-half the reports placing winter wheat above an average crop, while only eleven out of eighty-eight returns make it under the average. Peas have hardly come up to the standard of yield in the past two years, and in many localities in Western Ontario the grain was destroyed by bugs. The crops which have proved a failure this year are hay, maize and fruit of all kinds. Hay was light, particularly in the Province of Quebec, drought and excessive rain following one another at most inopportune periods, stunting the growth of hay, and compelling farmers to house much of it in a wet state. Maize is not largely grown in this country, and the failure of the crop is of less importance than would have been a disaster to any of the other grains. Taken altogether the harvest has proved a most satisfactory one, wheat, oats and barley exceeding a fair average crop.

The assassin Giltzen, it is stated, nurses a vain hope that he will escape the extreme penalty of the law.

The action of the French Col. Negrier in destroying the tomb of Sidi Cheik is approved in Algeria, and a subscription is being raised to present that officer with a sword of honour. Outside the colony, however, his course is generally condemned. "Never," says the Paris correspondent of the London Telegraph, "was a more wanton or foulhardy deed committed than the desecration of a shrine that was held in the utmost veneration by the entire Mohammedan world, and which was visited by pilgrims."

The vine at Hampton Court Palace has been presented by Her Majesty to the Princess Frederick for her private use. This vine, one of the curiosities of the garden, was planted in 1769, and, according to popular belief, is the largest in Europe, if not in the world. The official guide to the palace mentions that "in the autumn it almost drags the house down with its thousand clusters of purple grapes, numbering, in fruitful seasons, as many as 2,500 bunches of a pound weight each." Hitherto the fruit—the black Hamburg grape—has been exclusively reserved for the Queen's delectation. The principal stem, nearly thirty inches in circumference at its base, is about 170 feet long, and, if permitted would outgrow the building, which from time to time has been enlarged out; it now occupies a hall of 2,200 square feet.

A Canadian mechanical engineer, named Arnold, has invented a device designed to give a partial security against boiler explosions. The invention consists of an electric adjustable attachment to the ordinary steam gage, now in use, to give an instant and continuous alarm. At any distance from the boilers or other pressure generators, an excess of pressure over that at which the alarm has been set, and where there is more than one generator in operation, an ordinary "bell tale" can be attached to signify which generator is at fault. The invention possesses a great many valuable features, prominent among which may be noticed that it is extremely simple and inexpensive, and can be attached to existing arrangements at no expense beyond that of the alarm itself, and without in any way affecting the present adjustment of the gage.