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and Monsieur Lemieux recommends a new one. "Plans for a new Jail for the City of Quebec" are required, he says. U. C. pays for that, too—it will be in the estimates, as will other jails. In 1853, Monsieur Chabot said that government had bought a site for a new custom house in the little old town of Quebec—but Com'r Lemieux tells us in 1856, that £8000 have been paid for a bigger site, altho' they don't collect more there than we do at Toronto. Yet the new Custom House will cost £30,000, or more. Government advise selling the Montreal Custom House, and building a new one. Where's Baby? £50,000 at least will be voted—and if the Frenchman don't clear cent per cent out of that I will marvel. The Carillon and Orphan or Grenville Canals, Lower Canada, are to be enlarged to ship size—and a survey is to be made of a canal or railway route by which the Ottawa would be the route from Montreal to Chicago, via Lake Huron, avoiding Toronto, &c.

PIERS BELOW QUEBEC.—Rimouski wants more plunder. Baby's pier (Lemieux says) "the stability of the structure itself is endangered" and "in its present state it affords little or no shelter to vessels in any wind." Haven't we paid 10 times Tache's estimate already, or is it 20 times? "A Wing" is wanted, and with it our wealth will fly into old Baby's lap, or Tache's. Point Aux Originaux pier (another of the infamous \$700,000 jobs) is declared by Monsieur Lemieux is much exposed, and is unfinished! The 3rd pier (Eboulement) has suffered—but the whole damage not yet known. A ton or two of Spanish dollars is Lemieux's estimate for this year. Better send him back to his small debt causes at Quebec—he'd clear 75L a year.

RIVER ST. MAURICE.—A hundred miles above Quebec, tons of silver are being handed over to the polite Frenchmen about *Three Rivers*, and Monsieur Polette's nod in Assembly is well paid by immense drafts on the public purse in that quarter, 800L; 8,400L for 5 piers; 2,155L; and beside these, Mr. Dawson (page 94) wants other 5,000L.

OTTAWA WORKS.—Com'r Lemieux tells us (report, p. 75) that Chats Canal is in progress, with U. C. endorsements, but from "the remote and unpopulated position of this work," it is difficult to keep people in the wilderness. Not a word of improving the navigation in Norfolk or Haldimand, where the people are. The French resisted even a railway west, to be made by private means; but Monsieur Lemieux comforts us with the assurance, that "many essential improvements have been made both in the Slides and approaches thereto on the Ottawa and its tributaries. Very many new works, and extensions are going forward in this region. Who pays?"

DEEPENING THE ST. LAWRENCE RAPIDS.—Some \$37,000 was recently voted in Assembly to Maailefert & Co., to enable them to survey the rapids. They report, that to secure a channel from Montreal to Prescott, 200 feet wide, and fit for vessels drawing ten feet of water, would cost—at the Cascades, 98,715L; Cedars, 12,500L; Coteau, 49,365L; Long Sault, 17,198L; Galops, 11,232L; total 180,000L. Much difficulty is anticipated in doing the work. Mr. Lemieux believes it can be done.

SURVEY AND ROAD TO NEW BRUNSWICK.—This road is through a wilderness; and here again the French clique put forward their emigro, the Albany Grocer, Baby, as THE contractor. No one knows what's to do, or whether it may be done. It will be paid for! Past, present, and future, this looms up into a \$150,000 job. The road starts from *Riviere du Loup*, where the other job of the perpetual pier was perpetrated, and wolfish enough that surely was. For war purposes it is required—so they say

Mr. Baby's tug contract is appended to the Commissioner of Works' report. Why is his road contract withheld? He gets it at J. F. McDonald's estimate. Why no competition? If Baby can give fe. to be can fee people, Monsieur Lemieux pulls Monsieur Baby—all's right if he gets the country's dollars.

RIVER TRENT WORKS.—£200,000 have been expended, but we get no revenue, except votes in Assembly giving a pretended authority for far more enormous outlays below. Couger and the Smiths deserve any offals the French can spare. They are cringing and servile enough—that's certain. Why the Trent more than the Grand River? Because we western folks will not worship Nebuchadnezzar's image, but would far rather kick it over. A new slide for timber and a dam, are in progress at Buckthorn, and a new stone lock and swing bridge at Bobengyeon. Another stone lock goes up at Lindsay, also more "landing piers," and the river is to be deepened.

PIERS ON LAKE HURON.—Monsieur Lemieux informs the public, that of money voted at French dictation—going it blind—he is to apply £7,000 towards the construction of a breakwater connected with Chantry Island, off the mouth of the Sauguen River, opposite the village. Why haven't we the lands to be made valuable by that work? Why are not the Indians to share the cost? At Penetangore £3,500 are to be laid out on an insulated pier, as a beginning there—also £1,000 at Menard.

GRAND TRUNK RAILWAY FRAUD.

[Sterling money, \$4.86 $\frac{2}{3}$ to the £, is meant in this article: thus, £4,000 means \$4,866 of Canada money.]

Hierapath's Railway Journal, London, Oct. 15. 1852, gives an edition of the legal frauds practised upon Canada, which we republish below, with remarks, and some omissions. Hierapath was nearly correct.

"When we saw railways in America constructed at 4,000L, 5,000L, and 6,000L a mile, we hugged ourselves with the belief that there, at least, railway corruption had not yet found its way. Alas, we have been doomed to disappointment. In Canada, to our sorrow, we find men are not a whit better than here. Cheapness of construction has presented an attractive place for jobbery to pitch its tent, and we publish an Italian view of the Grand Trunk Railway.

"A [Hinks] came from the Canadas to London, to try to get the English Government to endorse or guarantee certain debentures of Canada, New Brunswick and Nova Scotia, for a railway from Halifax to Quebec. He failed. A met with a gentleman [Jackson] whom we shall call B. B's backers in London were C, D, and E; [Peto, Brassey, & Co.] and between B, C, D, and E, [Peto and Betts] on the one part, and A [Hinks] on the other, it was arranged that the parties in the first part should have the construction and supplying with plant of a line 1,100 miles in length beginning some distance east of Quebec, and running to Sarnia, on Lake Huron. Strange to say the cost was to be fixed by B's [Jackson's] engineer [Ross].—Why was this? Why was the person who had to construct the line to fix the price of it? Did any one ever hear of such a commercial arrangement before? He who has to sell his goods to fix what the purchaser has to pay? One might suppose that A was a ninny or B an angel.

"Prior to this arrangement of A with B, there were three Companies formed to execute certain portions of the line, one from Quebec to Richmond, to join the Montreal and Portland; another from Montreal to