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THAT WAS A PURCHASE OF RAILS WITHOUT ANY TENDER  
WHATEVER BEING ASKED FOR. IT WAS A PURCHASE OF  
RAILS ON TERMS WHICH HAD BEEN EXPRESSLY REJECTED  
IN THE CASE OF THE ANTWERP TENDER, AND IT WAS A  
PURCHASE AT TEN SHILLINGS A TON HIGHER THAN RAILS  
WERE OFFERED FOR, AT THE VERY TIME OF MR.  
MACKENZIE'S PURCHASE.

We have hns the fact beyond controversy, that MR. CHARLES  
MACKENZIE WAS A PARTNER IN THE FIRM OF COOPER,  
FAIRMAN & CO. WHEN THESE EXTRAORDINARY FAVOURS  
WERE GRANTED TO THE FIRM BY MR. MACKENZIE. That  
he did not retire until after all the contracts had been made; and we know he  
received on his retirement promissory notes payable at the Exchange Bank for  
the \$15,000 which he had put into the firm. It required the proceeds of these  
transactions to enable Cooper, Fairman & 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 have been irretrievably lost. WHAT THE  
COUNTRY HAS LOST BY THE MERE PURCHASE OF THESE  
RAILS HAS BEEN ESTIMATED AT NOT MUCH LESS THAN TWO  
MILLIONS OF DOLLARS.

On the 5th January, 1875, the Government bought 5,000 tons of steel rails  
from Messrs. Cox & Green, of Montreal, at £10 sterling 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. sterling per ton and  
amounted to \$12,604.

In November, 1874, Messrs. Darling & Co. of Montreal, tendered for bolts  
and nuts at \$92.47 per ton; and at the same time Cooper, Fairman & Co.  
tendered at \$101 per ton; Cooper, Fairman & Co. got a contract for 160 tons.

The country's loss by this act of favouritism was \$1,365.

In 1875, Messrs. Guest & Co., of England, supplied to Canada 10,000 tons  
of steel rails, and when tendering for the rails in November, 1874, they offered  
to deliver them at Duluth at \$4 00 per ton more than at Montreal, or including  
insurance, \$4.16 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 \$20,400.

In 1875, the Red River Transportation Company tendered for the transport  
of rails from Duluth to Winnipeg, at \$15.00 U.S. Currency per ton of 2,000  
pounds. Messrs. Fuller & Milne of Hamilton tendered for the same service  
at \$13.50 U.S. Currency per ton, meaning the usual ton of rails, 2,240 pounds.  
The Red River Company got the contract, and transported 15,141 tons.

The difference in the rate of freight and in the ton weight together  
amounted to \$3.30 per ton.

The country's loss by this act of favouritism or mismanagement was \$3.30