# THE WATCHMAN.

VOL. II. SAINT JOHN, N. B., SATURDAY, FEBRUARY 24, 1877. NO. 43



## New Advertisements.

**C. FLOOD'S**

**PIANOFORTE & ORGAN WAREROOMS,**

NO. 87 KING STREET, ST. JOHN, N. B.

**ORGANS**

by the Mason & Hamlin and Smith American Company.

The leading and best established Manufacturers on the Continent.

The Mason & Hamlin has the only Organ given First Rank with Medal at the Centennial Exhibition at Philadelphia, 1876.

These Instruments have a world-wide reputation. The most popular and the only Instrument that has a European First Class Endorsement by Musical Doctors and professionals as the so also for

Parlor and Church Harmonium now in use; They are to be found in every Town and Village in Canada and the United States, as well as in every important City and Town in the Old World.

Call and see and hear them.

Send for Circulars and Catalogues.

ALSO, THE LARGEST STOCK OF FIRST-CLASS

**GRAND SQUARE PIANOFORTES,**

including the celebrated

WM. BOURNE and HALLETT & CUMSTON PIANOFORTES.

Catalogues and every information forwarded when requested.

Instruments sold on instalments and exchanged.

Sheet Music Books and General Musical Merchandise. dec 9

**GOLDEN BALL CORNER PHARMACY,**

Just received:—

HYATT'S LIFE BALSAM,
Ayer's Sarsaprilla,
Ayer's Cherry Pectoral,
Mott's Cough Syrup,
Hall's Honey of Hoarhound and Tar,
Brown's Ext. Ginger;

Together with a full assortment of **Drugs, Medicines and Perfumes.**

E. G. BLAKSLEE.
nov11 Cor. Union and Sydney streets.

**DENTAL NOTICE.**

George P. Caldwell, M. D., D. M. D.,

(HALL'S BUILDING,)

Cor. King and Germain Sts., St. John, N. B.

June 30 1y

**SKATES! SKATES!**

C. G. BERRYMAN,

11 CHARLOTTE STREET.

ENGLISH, AMERICAN AND DOMESTIC SKATES, in variety, comprising

Acme,
Whelpley,
Marsden,
Wood Top, (Men's)
Wood Top (Ladies)
Long Reach.

Narrow and Broad Strap, Buckles, Gimblets, Screws, etc.
Extra parts and Screws for Acme Skates.
Skates Ground and Polished in first-class style.
dec16

**JAMES H. PULLEN,**

CHARLOTTE STREET,

Has on hand a Splendid Assortment of

**PAPER HANGINGS,**

IN ALL THE

LATEST STYLES,

selected personally, and workmen

To Hang Them in First-Class Style,

PAINTING, GRAINING, GLAZING, &c.,

DONE AT THE SHORTEST NOTICE.

**Call and Examine.**

WE would call attention to our stock of WOOL KNIT GOODS, which we are offering at an immense reduction:

LADIES' PROMENADE SCARFS, in White, Navy Blue and Cardinal Red. These goods are clean and fresh and are really a splendid lot.
CHILDREN'S POLKAS, GAITERS and TIES;
MENS' CARDIGAN JACKETS;
LINEN GLOVES and MITTS, KNITTED VESTS;
We wish the public to understand that the reduction on these goods is genuine.
We have also in stock Matalasse Braid and Buttons, Smallware, Trimmings and Gent's Furnishing goods;
Cardinal Red Silk Scarfs in great variety.
A few doors below Hanington's drug store.

SCOTT & BINNING,
dec30 38 King street.

ENCOURAGE HOME MANUFACTURE.

**PATENT ADJUSTABLE SCHOOL FURNITURE.**

The Cheapest Approved Desks and Seats.

HAVING been adopted in the following Schools, with satisfactory results:—

COUNTY OF SAINT JOHN.
Winter Street School, Portland; Indiantown School, Portland; Spurr's Cove School, Lancaster School, Dr. Wiggins' College, City of St. John; Coldbrook School.
WESTMORLAND CO.
Dorchester School (2 lots), Sackville Academy.
NORTHUMBERLAND CO.
Newcastle School.
KENT CO.
Richibucto Grammar School.
KING'S CO.
Penobsquis School, Long Reach School, Cambridge School, Springfield School, Hammond School, Greenwich School.
NOVA SCOTIA.
Digby School, Round Hill (Annapolis) School, Annapolis School, Kentville School, Amherst School, Canning School, Nappan School.
Dr. Rand for Training School, Fredericton.
St. John's, Newfoundland.
Will forward photograph and price list on application.
A large assortment of Household Furniture, wholesale and retail, at low prices.

C. E. BURNHAM & CO.,
jan20 95 Germain street, St. John, N. B.

**1877.**

**International Steamship Company.**

Winter Arrangement.

**ONE TRIP! A WEEK!**

ON and after JANUARY 4th, the splendid sea-going steamer "New Brunswick," D. [illegible] S. Hall, master, will leave Reed's Point Wharf

**Every Thursday Morning, at 8 o'clock,**

for Eastport and Portland.

Returning will leave Portland every MONDAY, at 6 o'clock p. m., or after the arrival of the noon train from Boston, for Eastport and St. John, until further notice.

No claims for allowance after goods leave the warehouse.

Freight received on Wednesday only, up to 6 o'clock p. m.

H. W. CHISHOLM,
jan13 AGENT.

**RAISINS!**

TO ARRIVE by schr. Welcome Home:—300 boxes London Layer RAISINS, Choice Fruit. Will be sold low.

GILBERT BENT,
feb3 South Wharf.

## New Advertisements.

**ANCHOR LINE.**

UNITED STATES and British Mail Steamers, sailing **Every Saturday** to and from New York and Glasgow (via Londonderry), and **every alternate Saturday** to and from New York and London.

GLASGOW SERVICE.

| From New York. | | From Glasgow. |
|---|---|---|
| Sat. Jan. 20, " 10 a. m. | CALIFORNIA. | Sat. Dec. 30. |
| Sat. Jan. 27, " 2 p. m. | ETHIOPIA. | Sat. Jan. 6. |
| Sat. Feb. 3, " 9 a. m. | VICTORIA. | Sat. Jan. 13. |
| Sat. Feb. 10, " 2 p. m. | BOLIVIA. | Sat. Jan. 20. |
| Sat. Feb. 17, " 8 a. m. | ALSATIA. | Sat. Jan. 27. |
| Sat. Feb. 24, " 2 p. m. | ANCHORIA. | Sat. Feb. 3. |

LONDON SERVICE.

| From New York. | | From London. |
|---|---|---|
| Sat. Jan. 27, " 2 p. m. | ELYSIA. | Sat. Jan. 6. |
| Sat. Feb. 10, " 2 p. m. | ITALIA. | Sat. Jan. 20. |
| Sat. Feb. 24, " 2 p. m. | UTOPIA. | Sat. Feb. 3. |

**Steamers sail from Piers 20 and 21 N. R.,**

RATES OF PASSAGE.—Payable in United States Currency.

BY THE GLASGOW STEAMERS:—

Cabin (according to location of Berth), - $65 to $80.
Excursion Tickets, good for one year, - $120 to $140.
Intermediate $35. Steerage $28.

BY THE LONDON STEAMERS:—

Cabin (according to location of Berth) - $55 to $70.
Excursion Tickets, good for one year, - $100 to $120.
Intermediate $35. Steerage $28.

We have also much pleasure in announcing to importers and the public generally, that the sailings of this splendid line of Steamers for Halifax and Saint John for the ensuing Spring have been arranged as follows, viz:—

| From Glasgow. | "SIDONIAN," | From Liverpool. |
|---|---|---|
| Saturday, 10th Mar. | | Wednesday, 14th Mar. |
| | "ALEXANDRIA," | |
| Saturday, 24th Mar. | | Wednesday, 28th Mar. |

To be followed by first-class Steamers throughout the season.

**From London: "Dorian," Friday, March 9.**
**" " "Tyrian," Friday, March 30.**

(unless prevented by unforseen circumstances.)

The above steamers being well known in the trade, and considerable care having been taken in fixing the sailing dates, we beg to solicit from Importers their undivided support.

To Bill of Lading will be granted to all the principal points in New Brunswick and Nova Scotia.

Freight taken on as favorable terms as by any other first-class Trans-Atlantic Steamship Line.

No Bill of Lading will be signed for a less sum than half a guinea.

Parties desirous of bringing out their friends should make application to the subscribers who will grant Certificates of Passage from any place in England, Ireland or Scotland to Saint John, N. B., which are good for twelve months.

Drafts issued payable on presentation in sums from £1 upwards.

| | RATES OF PASSAGE. | |
|---|---|---|
| Cabin, | . . . | 12 Guineas. |
| Steerage, | . . . | 30 Dollars. |

For Plans of Cabins, Passage Tickets, Drafts or any further information apply to or address Henderson Brothers, 6 Union street, Glasgow; 17 Water street, Liverpool; 19 Leadenhall street, London, E. C.; 20 Foyle street, Londonderry; 3 Rue Scribe, Paris; 96 Washington street, Chicago; 7 Bowling Green, New York, and T. & S. DeWolf & Son, Halifax, or in Saint John to

SCAMMELL BROTHERS,
19 Smyth street.

**LONDON HOUSE,**

**WHOLESALE.**

STEAMERS CASPIAN AND SARMATIAN.

DECEMBER 27, 1876.

2 CASES

MATALASSE BRAIDS.

1 CASE

MATALASSE MANTLE BUTTONS.

1 CASE

WOOL FRINGES AND TRIMMINGS.

1 CASE MARSHALL'S THREADS.

1 CASE I. R. BRACES.

1 CASE CORSETS.

1 CASE SCOTCH YARNS.

1 CASE HABERDASHERY, ASSORTED.

DANIEL & BOYD.
dec30

**Portland Foundry.**

JOSEPH McAFEE,

(Late ANGUS McAFEE,)

WAREHOUSE:

Main Street, - Portland, St. John, N. B.

AGRICULTURAL IMPLEMENTS.

MANUFACTURER OF

COOKING STOVES,

SHIP, PARLOR AND OFFICE STOVES,

MILL CASTINGS.

Ship Windlasses, Capstans, and Ship Castings of all kinds made to order.

PAYNE & FRAZER'S PATENT SHIP PUMP, with Copper Chambers.

Lead Scuppers and Water Closets, and all Goods in my line for Ships' use.

Work done to order with quick despatch.
july29 1y

**NOVELTIES**

IN

**Ladies' Silk Scarfs,**

LADIES'

**SCARF AND CUFF PINS,**

IN NEW DESIGNS.

Tidy Pins to match Furniture.

WOVEN INITIALS for working clothing, and STAMPED WORK, of which we have a full stock.

A. MACAULAY,
feb10 61 CHARLOTTE STREET.

**COAL! COAL!**

Having Stored on RANKIN'S WHARF, PORTLAND,

400 CHALDRONS OF

**Springhill and Joggins Coal**

I am prepared to supply parties at the ve y Lowest Market Rates.

jan27 1m A. R. FERGUSON.

## New Advertisements.

WHAT THEY SAY OF IT! A FEW FACTS FOR THE PEOPLE.—There are but few preparations of medicines which have withstood the impartial judgment of the people for any great length of time. One of these is Dr. Thomas' Eclectric Oil. Read the following and be convinced:—Thos. Robinson, Burnham Centre, P. Q., writes, "I have been afflicted with rheumatism for the last ten years, and have tried many remedies without any relief, until I tried Dr. Thomas' Eclectric Oil, and since then have had no attack of it. I would recommend it to all."—J. H. Earl, Hotel Keeper, West Shefford, P. Q., writes, "I have been troubled with liver complaint for several years, and have tried different medicines with little or no benefit, until I tried Dr. Thomas' Eclectric Oil, which gave me immediate relief, and I would say that I have used it since with the best effect. No one should be without it. I have tried it on my horses in cases of cuts, wounds, etc., and think it equally as good for horses as for man."—A. Mayhew, Merchant, Warkworth, writes, "I have sold some hundreds of bottles of Eclectric Oil, and it is pronounced by the public 'one of the best medicines they have ever used;' it has done wonders in healing and relieving pain, sore throats, etc., and is worthy of the greatest confidence."—Joseph Rosan, Township Percy, writes, "I was persuaded to try Thomas' Eclectric Oil for a lame knee which troubled me for three or four years, and I never found anything like it for curing lameness. It is a great public benefit."—A. W. Hamilton, Warkworth, writes, "For weeks I was troubled with a swelled ankle, which annoyed me very much. Mr. Mayhew of this place induced me to try Eclectric Oil, and before one bottle was used I was cured. It is a most remarkable medicine."

S. N. THOMAS PHELPS, N. Y.,
And NORTHRUP & LYMAN, Toronto, Ont.,
Sole Agents for the Dominion.

NOTE.—*Eclectric*—Selected and Electrized.

**READ CAREFULLY.**

Samuel Osborne, Sophiasburg, says:—"I was affected with Dyspepsia for four years, arrain my lungs becoming affected towards the last. I was induced to try the "Shoshones Remedy." After taking three or four bottles I felt much better, and gained strength rapidly, my health improved steadily and rapidly, and when I had taken three or four bottles more, I was quite restored to health and strength, and have experienced better health than for twenty years before. I had been under the treatment of physicians before, but never received any material aid until I used your remedy."

A McKay, Tyro, N. S., says:—"he was very bad with Liver Complaint, but used the 'Shoshones Remedy,' and in a month he was well as he had ever been in his life. I am now in business and wish you to send me three dozen by steamer."

A. Wood, Gloucester, says:—"That he tried the 'Remedy' for Liver Complaint and Dyspepsia with great success. I have also used the 'Shoshones Pills,' and find that they are exactly as I were tried."

Rev. John Scott says:—"Mr. McKenzie Botting suffered from an attack of rheumatism, and was unable last week without help; but after taking a few bottles of the 'Shoshones' was able to walk as well as ever."

Price of the Remedy in pint bottles $1; Pills 25 cents a box

**For sale Wholesale by T. B. BARKER & SONS and A. CHIPMAN SMITH, St. John; AVERY, BROWN & Co. and FORSYTH & Co., Halifax.**

**CATARRH.**

Constitutional CATARRH REMEDY.

**CATARRH** CANNOT BE CURED BY Snuffs, Washes or Local applications. It is a weakness of the constitution, developing itself in the nasal organs first, afterwards extending to the throat and lungs, ending generally in Consumption, if not checked by proper remedies. Pains in the head, back, loins and weakness in the kidneys, are its attendant diseases. More people have Catarrh than any other disease, children as well as adults. It is easily cured. Thousands of cases, some of forty years standing, have been entirely cured by using the GREAT CONSTITUTIONAL CATARRH REMEDY. Price $1.00 per pack; for sale by all Druggists and Medicine Dealers. Send stamp for Treatise on Catarrh and Certificates to back the above, to

T. J. S. HARDING, Brockville, Ont.,
sep 30 1y Agent for the Dominion and Provinces.

Established 1865,

**GILMORE & CO., Attorneys at Law,**

Successors to Chipman, Hosmer & Co.,

629 F Street, Washington, D. C.

American and Foreign Patents.

Patents procured in all countries. NO FEES IN ADVANCE. No charge unless the patent is granted. No fees for making preliminary examinations. Special attention given to Interference Cases before the Patent Office. Extensions before Congress. Infringement Suits in different States, and all litigation appertaining to Inventions or Patents. SEND STAMP FOR PAMPHLET OF SIXTY PAGES.

United States Courts and Departments.

Claims prosecuted in the Supreme Court of the United States, Court of Claims, Court of Commissioners of Alabama Claims, Southern Claims Commission, and all classes of war claims before the Executive Departments.

Arrears of Pay and Bounty.

OFFICERS, SOLDIERS, and SAILORS of the late war, or their heirs, are in many cases entitled to money from the Government, of which they have no knowledge. Write full history of service, and state amount of pay and bounty received. Enclose stamp, and a full reply, after examination, will be given you free.

Pensions.

All OFFICERS, SOLDIERS, and SAILORS wounded ruptured, or injured in the late war, however slightly, can obtain a pension, many now receiving pensions are entitled to an *Increase*. Send stamp and information will be furnished free.

Claimants, whose attorneys have been suspended, will be gratuitously furnished with full information and proper papers on application to us.

As we charge no fee unless successful, stamps for return postage should be sent us.

United States General Land Office.

Contested Claims, Private Land Claims, Mining Pre-emption and Homestead Cases, prosecuted before the General Land Office and Department of the Interior.

Old Bounty Land Warrants.

We pay cash for them. Where assignments are imperfect we give instructions to perfect them.

Mail Contractors and others.

We act as attorneys for such in securing contracts, making collections, negotiating loans, and attending to all business confided to us.

Liberal arrangements made with attorneys in all classes of business.

Address GILMORE & CO.,
P. O. Box 44. *Washington, D. C.*

WASHINGTON, D. C., *November* 24, 1876.

I take pleasure in expressing my entire confidence in the *responsible* and *efficient* firm of the Law, Patent and Collection House of GILMORE & CO., of this city.

(GEO. H. H. WHITE,
*(Cashier of the National Metropolitan Bank.)*

**INSURANCE.**

**Boston Marine Insurance Co**

JANUARY 1, 1877.

CASH CAPITAL,.....$500,000.

**Accounts Current for the Year 1876.**

| | |
|---|---|
| Amount insured,..... | $45,656,797.00 |
| Premiums received,..... | 962,939.91 |
| Premiums earned and terminated,..... | $839,447.77 |
| Interest,..... | 33,839.86 |
| Increase in valuation,..... | 3,958.45 |
| | $878,737.68 |
| Losses paid and all known and supposed losses, | $414,246.68 |
| Rebates, return premiums, reinsurance taxes, commissions and all other expenditures,..... | 308,498.71 |
| Net gain for the year,..... | 156,012.29 |
| | $878,737.68 |

**Assets, Jan. 1, 1877.**

| | |
|---|---|
| Cash in Banks and Bankers' hands,..... | $364,249.98 |
| $100,000 U. S. Bonds,..... | 108,250.00 |
| $79,000 City of Boston Bonds,..... | 84,375.00 |
| $27,000 City of Cambridge Bonds,..... | 29,970.00 |
| $27,000 Boston and Albany Railroad Bonds,..... | 22,860.00 |
| $10,000 City of Bangor Bonds,..... | 10,450.00 |
| $950 China Mutual Insurance Co. Scrip,..... | 864.00 |
| Loans secured by first mortgages,..... | 168,700.00 |
| Loans secured by collaterals,..... | 94,800.00 |
| Premium notes,..... | 490,913.97 |
| Unsettled premiums,..... | 137,560.94 |
| Accrued interest and other items,..... | 5,644.31 |
| | $1,374,561.20 |

**Liabilities.**

| | |
|---|---|
| Losses due and unpaid,..... | None. |
| Losses contested,..... | None. |
| All known, reported, and supposed losses,.... | $170,210.96 |
| Premium on all risks not terminated at 100 p. c.,.. | 477,099.73 |
| Capital stock paid in,..... | 500,000.00 |
| Net divisable surplus,..... | 227,250.51 |
| | $1,374,561.20 |

MARINE RISKS ONLY.

Certificates issued, payable in sterling, at counting house of **Messrs. BARING BROS. & CO.**, London, England.

THOS. H. LORD, Sec'y. R. R. FULLER, Pres.

New York Office, No. 67 Wall Street,
GEO. H. STETSON, Manager.

St. John Office, Smyth Street,
feb3 4i VROOM & ARNOLD, Agents.

**Seeds! 1877. Seeds!**

OUR SPRING SUPPLY OF

**Vegetable and Flower Seeds**

were stored yesterday, in good order and condition, having been obtained from the celebrated house of Carter & Co., the most reliable in the trade. These Seeds will not be opened at present, but purchasers in the city and country will please take notice, and give in their orders as early as they may require them put up.

J. CHALONER,
feb10 Cor. King and Germain streets.


## PARLIAMENTARY PROCEEDINGS.

HOUSE OF COMMONS,
February 15th, 1877.

**The Inter-Colonial Railway.**

Mr. DOMVILLE moved for a statement respecting the main brick sewer constructed through the station of the Intercolonial Railway at Moncton. He said all sorts of rumours could be heard, but there was no way in which it could be definitely ascertained how the work was done, unless from the correspondence which could be laid before the House.

Hon. Mr. MACKENZIE—It would be quite impossible to furnish all the gentleman asked; for instance, all the bricks in that drain could not be counted, but all the information possible would be given.

Mr. DOMVILLE moved for a statement respecting the building known as the general offices of the Inter-Colonial Railway. Mr. Domville, in asking for the information, did not intend that the Hon. Premier should count all the bricks, but merely wished for information on the subject. He thought he spoke in the interest of the Government—although not one of its supporters—when he asked for the information.

Hon. Mr. MACKENZIE would give as close a statement as could be procured, but, of course, owing to the extension of the period which it covered, it would take some time to prepare.

Mr. DOMVILLE moved for a statement of the expenditure incurred during the two years ending the 31st January, for furniture, etc., for the general offices of the Intercolonial Railway at Moncton. He said it was interesting to know all these matters, as well as all about the subject of the general manager riding about in a palace car, after the manner of the great railway magnates of the world. He also moved for a statement from the proper Intercolonial Railway officials respecting rails and other supplies on hand but not in use on 30th of June, 1875.

Hon. Mr. MACKENZIE.—The statement must necessarily be confined to the stock taken, owing to the extent of it. However, it would be difficult to have it ready by the time the House rose.

Mr. DOMVILLE said the Government had a peculiar way of harmonizing figures, but the reply of the Premier satisfied him. He moved for a statement respecting two dwelling houses erected during the past summer, at Moncton, for the use of the railway engineer and traffic superintendent of the Intercolonial Railway. Mr. Domville had seen these buildings himself, and knew their value. He had no objection to the superintendent having every luxury. These buildings had been erected without authority, and it had been stated that the superintendent had promised to put up a museum, but the House and the people should have something to say in the matter, and not have it said that it was Mr. Brydges that was doing this and that and the other. New Brunswick was always proud of the hon. member for Westmoreland, and now, it seemed, he was altogether ignored, to give place to Mr. Brydges.

Hon. Mr. MACKENZIE said they were not only two houses, but nineteen; the rent of those two he had been no more than he paid for his own house.

Mr. DOMVILLE moved for a statement showing the work done in enlarging the railway water works at Moncton during 1876; also, for a statement of expenditures made in constructing a restaurant, and for other work done in the railway station yard at Moncton during the year 1876.

Mr. DOMVILLE moved for correspondence in reference to the defalcation of Albert Brush, late treasurer of the Intercolonial Railway.

Hon. Mr. MACKENZIE asked the hon. gentleman not to press the last motion. He was aware that some steps had been taken, which could not yet be made public.

Mr. DOMVILLE assented, and moved for a return of all accidents on the Intercolonial Railway since the 1st of July last.

Hon. Mr. MACKENZIE—The hon. gentleman will find that information in the Public Works report. Perhaps he has use of the last report.

Mr. DOMVILLE had looked in the report and had not found the information asked. He wanted particulars, in order to work up a case in which an elderly female [laughter] was concerned. She had been injured in an accident, and after the Government had agreed to pay the indemnity they suddenly turned about and refused to pay the bill.

Mr. DOMVILLE moved for the Order-in-Council and correspondence in regard to the appointment of Mr. Jas. McAllister to the position of Cashier of the Intercolonial Railway.

Hon. Mr. MACKENZIE said the Ministry could not give anything except what was strictly a business matter, and that would be given.

Mr. DOMVILLE moved for a statement showing for each month of the two years ending the 31st of December, 1876, particulars in relation to the working and management of the Intercolonial Railway, as regards the mileage of each description of engine train, the gross working expenses. He moved this in order—

Hon. Mr. MACKENZIE thought it would be impossible to do this, and that it would take a great many clerks. He did think the hon. gentleman should not make a motion involving so much expense. Every station would have to be visited on the whole line.

Hon. Dr. TUPPER did not believe it would be necessary to visit a single station. Any person who looked at the Public Works could see that the information asked could be easily given.

Hon. Mr. MACKENZIE—It could be done but will take much time.

Mr. DOMVILLE asked if they could not be got this session.

Hon. Mr. MACKENZIE said he allowed the motion to pass in order to afford the fullest information, but in order to qualify himself, he would have to ask explanations regarding some of them.

Hon. Mr. HOLTON said orders of the House, being a sacred thing, should be obeyed. The Premier had either to accept them in their fullness or reject them altogether.

It being six o'clock, the House took recess.

AFTER RECESS,

Mr. DOMVILLE moved for correspondence in relation to any offers for bridge superstructure, &c., on the Intercolonial Railway since the 31st December, 1875; for a statement of expenditure incurred in changing the gauge of the Intercolonial Railway; for a statement showing the names, ages, &c., of all persons, except ordinary mechanics and laborers, in the service of the Intercolonial Railway on the 31st of March, 1876.

Mr. DOMVILLE moved for a statement giving a full epitome of all offers or tenders made from the 30th of June, 1875, to the 31st of December, 1876, to any authorized official of the Intercolonial Railway, for certain principal supplies, and for any description of work usually done by contract; for a statement of the names and addresses of the firms or individuals supplying stores or materials for the use of the Intercolonial Railway during the two years ending the 31st of December, 1876, &c., and for a statement giving a general description and the cost of each of the works of the Intercolonial Railway not chargeable to ordinary maintenance, which have been constructed during the two years ending the 31st of December, 1876, &c.

Hon. Mr. MACKENZIE said, in regard to the latter, that all was, he believed, included in the Engineer's report.

Mr. DOMVILLE moved for a statement respecting the officers of the Intercolonial Railway insured with the Guarantee Company of Canada, &c. He made this motion because officials considered it a grievance to be insured at their own expense, particularly as they received no intimation of where they were insured.

Hon. Mr. MACKENZIE said the officials insured themselves by way of guarantee. The Government did not insure them.

Mr. DOMVILLE moved for a statement showing the arrangement for insuring the employes of the Intercolonial Railway against accidents, &c.; and for a statement of particulars in regard to the traffic of the Intercolonial Railway for each of the six months preceding the first of January last, &c. He said, in making this motion, that he thought much injustice had been done to the Lower Provinces, the rates charged not being in proportion to the demand of the Province. Nearly three times the rate was charged for the carrying of flour in the Province of that exacted from a place called Drumbo, in the far west. Discriminatory rates were charged, which placed one more at advantage to another. He had been informed that there had been no less than fifteen different tariffs. Perhaps the Government were not aware of the grievances of the Provinces.

Hon. Mr. MACKENZIE said this return would take several months to make. If the member would put in the word "approximate" he would be happy to furnish such a statement.

Hon. Mr. MITCHELL said the member for King's had referred to traffic from the west. He desired to speak of the return traffic. He might complain of the placing of a tariff of 25 cents on a barrel of flour from Picton to Halifax per car, and carrying it all the way from the west for 25 cents, but what he did complain of was, that while the road was built for the benefit of the eastern province, it was run in the interests of the people of the west far more than in those of the east, which latter, however, was cheaper for wheat, corn and flour, but when it came to a question of sending traffic from east to west, in his own county, there were over four hundred people engaged in catching fish for the United States; and if the tariffs were made to suit the people, this would all come by the Intercolonial and Grand Trunk, whereas it went by the Intercolonial to St. John only, and thence by steamship to Boston and New York. He did not say this to blame the Government, but to call their attention to what was possibly attributed to the officials. Whilst securing traffic from the west, care should be taken to place matters in such a footing that cars should not go empty, but should take return cargoes to the east, which could not be done unless more favorable rates were established.

Hon. Mr. MACKENZIE said the Grand Trunk rates to Portland were almost the same to Portland as to Riviere du Loup, and hence Government had to divide the rate. He was sorry that vessels had been driven off the route. As to the carriage of fish in summer, it could only be done by a refrigerator car, but he would give instructions to have, if possible, arrangements made for the winter traffic. He thanked the member for Northumberland for his suggestions on this matter.

Hon. Dr. TUPPER was glad to know that the Government was growing wiser every day. It was constantly alleged in former times that the old Government were working the railway to a decided disadvantage to the country. When the present Government entered into power, it was announced that the Government was to place the road on a commercial basis. He had all the time ventured to controvert the trumpet-tongued assertion of the Government. He, at a former time, had been, and was now, prepared to show that the Government had lost $100,000 to the country. He showed that the result of the Government's policy had been to drive traffic from the country which it would take years to bring back. He was gratified to know, however, that the bitter experience had not been thrown away upon the Government—experience bitter, at all events, to that portion of the country where the trade had been injured.

Mr. DOMVILLE moved for a statement respecting all persons appointed to any office or place, except that of laborer, in connection with the construction and management of the Intercolonial Railway during the year ending the 31st of December, 1876, &c.

Hon. Mr. MACKENZIE must decline to give the names of persons at whose instance the appointments were made; such was never done.

Hon. Dr. TUPPER said the Premier had more than once said how much better it would be to remove appointments on the railway from political influence. It would be interesting to see how far this political influence had been brought into requisition. He presumed the present Government had been no more removed from political influences than other persons.

Hon. Mr. MACKENZIE said that Mr. Carvell had complained that under the old system appointees had been obliged to belong to certain associations; this had been avoided. Capability had been the principal qualification for appointment. It was true that sometimes they were recommended by persons, but the main qualification was capability; no political pressure was allowed to be exercised. Government had made its appointments, and was responsible for them, and he could not submit to the House private letters addressed to the Government.

Hon. Dr. TUPPER said the report of the Government engineer, who had inspected the road soon after this Government came into power, showed that the officials of the road had been appointed not by any means on account of politics; but in regard to the appointment of Mr. McAllister by the present Government, the correspondence, he ventured to say, would show the most disgraceful tactics, and that the Minister of Marine had, by political influences, been compelled to drive out one official to make room for him, to the scandal of the Government.

Hon. Mr. LANGEVIN denied that he had ever given such instructions as had been imputed to him by the Premier in regard to the appointment of certain members of secret political organizations.

Mr. DOMVILLE mentioned the appointment of a politician as an operator on the line, who was not, at the time, and was not, at the present time, able to operate or telegraph a word. He mentioned certain other instances, to show why the correspondence should be brought down.

The motion passed, certain private letters not being asked for.

Mr. DOMVILLE moved for a statement showing amounts paid to each of the newspaper proprietors for advertising done in connection with the Intercolonial Railway, during the year ending the 31st December, 1876, &c.; for a statement showing the monthly sale of season and commutation tickets at each station of the Intercolonial Railway, for the eighteen months preceding the 31st of December last, and for a statement giving full information as to the arrangement between the Government or their representatives, and the Pullman Palace Car Company, by which their cars are run on the Intercolonial Railway, &c.

Hon. Mr. MACKENZIE said Government had a contract with the Pullman Company, which would be brought down; it provided for wear and tear of cars, repairs to which were done in the Government shops.

Mr. DOMVILLE said the motion sought to find out the cost of mileage in certain cases.

Hon. Mr. MACKENZIE—I can't do it; it is impossible. If the hon. gentleman altered it so that a statement "as far as possible" was asked, he had no objection to give it.

Mr. DOMVILLE having modified the motion, it was carried.

Mr. DOMVILLE moved for copies of any arrangement made between the Government Railways and the Grand Trunk Railway Company, for the interchange of cars and the transportation of passengers and freight. He also moved for a statement showing the various tariffs for carriage of freight on the Intercolonial Railway, in operation since the 1st of January, 1875, &c. Mr. Domville was under the impression that the tariff could be furnished easily, but he had written and asked what the rates were, and could get no satisfaction. He had been puzzled by the "sliding rates" introduced by the competing lines of the Intercolonial and Grand Trunk Railway. He thought there should be a regular tariff in operation, and could not see how a manufactory could make goods which cost more carried on the line of railway than the same manufactures' goods from England.

Sir JNO. MACDONALD asked whether the changes in the tariff were published in the *Canada Gazette*.

Hon. Mr. MACKENZIE believed they were.

Hon. Mr. LANGEVIN said if they were not published they should be, as a great convenience to the public.

Mr. DOMVILLE moved for a statement showing particulars of all amounts, in addition to salary, paid to any general or departmental officer of the Intercolonial Railway during the year 1876; for a statement showing which of the bridges and culverts of the Intercolonial Railway, between Pictou and Halifax, received extensive repairs and alterations, or were renewed in whole or part during the season of 1875 and 1876, &c., &c.

Hon. Mr. MACKENZIE had no objection, but the information was all contained in the engineer's report.

Mr. DOMVILLE moved for a statement of claims made against the Intercolonial Railway for damages or loss of any kind by private individuals during the year 1876, &c.

Hon. Mr. MACKENZIE asked what the motion covered.

Mr. DOMVILLE—All damages claimed.

Hon. Mr. MACKENZIE—During the year 1876?

Mr. DOMVILLE—Yes; that is it.

Mr. DOMVILLE moved for all papers, &c., &c., relating to property on the Marsh road, in the county of St. John, N. B., alleged to have been damaged by fire from locomotives on the Intercolonial Railway; for all papers, &c., in connection with the investigation and dismissal of one Davis, an engine driver on the Intercolonial Railway.

Mr. DOMVILLE said he was informed that the man had been reinstated, and that being the case he was ready to withdraw his motion.

Hon. Mr. MACKENZIE was glad of that, inasmuch as it would be a bad thing to publish the correspondence between the Government and employees.

Mr. DOMVILLE then withdrew the motion.

Hon. Mr. MACKENZIE wished to have the gentleman call upon him to examine the voluminous mass of matter, but the mass would cost too much to print.

Hon. Mr. LANGEVIN said he was willing to have the papers in question submitted to the Committee.

## THE FULL TEXT OF MR. DOMVILLE'S MOTIONS FOR RETURNS.

A statement shewing the following particulars in regard to a main brick sewer constructed through the station yard of the Intercolonial Railway, at Moncton during the past year.

1. The Parliamentary Authority under which the expenditure was made.

2. Plan shewing the locality, size and extent of the work, and the buildings erected thereon.

3. The cubic yards each, of earth and rock excavation; the days' labor and amount expended in making such excavations; the quantity each of stone, bricks, lime and cement used and the amount paid therefor at the place whence received; the amount paid or allowed and charged for transportation; the number of days' labor and amount expended in laying the bricks and stone work; the quantity of material used in covering and the days' labor and amount expended in covering the sewer.

4. The particulars of all other amounts charged as for such main sewer.

5. The total cost of the sewer.

6. The names of the persons from whom, and the places whence, such lot of material was procured, and the amount paid to each person therefor, with the date of payment.

7. The statement to show how the charges in connection with the sewer have been classified and entered in the Public Accounts.

A statement showing:—

1. The original size and cost, exclusive of heating apparatus, of the brick building at Moncton known as the general offices of the Intercolonial Railway.

2. The size and cost of the additions to such building.

3. The original cost of the heating apparatus, and of any additions made during the year of 1876.

4. A plan of each of the four floors of said building as at present arranged, shewing the purpose to which each of the rooms is appropriated.

5. The Parliamentary authority for the various expenditures.

6. The names of all persons who may have been employed as Inspectors, Firemen or Supervisors of such work, the time allowed to each and the wages paid them. In case any part of the work was done under contract, the statement to show the fact, the date and amount of the contract and the name of the contractor.

The statement to show the items or particulars of cost, as well as the total amount expended in each case, and the manner in which the expenditures have been classified.

A statement showing the expenditure incurred during the last two years ending January 31st, 1877, for carpets, curtains, dining and bed-room furniture, fixings, fittings and utensils, linen, crockery, china, cutlery, and silver ware; also for desks, tables, chairs, sofas, lounges, pictures and fittings for the General Offices of the Intercolonial Railway at Moncton.

The statement to give the name and cost of each item and to include all articles furnished by any department or branch of the Railway Service.

A statement from the proper Intercolonial Railway official shewing the quantities, kinds and cost of rails, fish-plates, bolts and nuts, spikes and sleepers, as follows:—

On hand but not in use on 30th June, 1875—received during the year ending 30th June, 1876—used and otherwise disposed of during the same period—the balance on hand but not in use at that date—received during the six months ending 31st December, 1876—used and otherwise disposed of during the same period—and the balance on hand but not in use on the 31st December last.

The statement to shew the date when each lot was received, the quantity, the place whence received, the parties from whom purchased, name of the vessel freighting rails, fish-plates, &c., amount of freight paid, and also the names of all persons to whom any such material was sold, the quantities so disposed of and the prices received therefor.

A statement shewing the authority under which two dwelling houses with stables and outbuildings were erected during the past summer, at Moncton, for the use of the Resident Engineer and Traffic Superintendent of the Intercolonial Railway; the amount authorized to be expended and the amount actually expended, the statement to be accompanied by statements shewing in detail all charges made for such works, and the accounts to which such charges have been entered in the books of the railway; such statements to be so made up as to shew the following particulars:—

1. The quantity, kind and cost of stone used in the cellars and foundations.

2. Labor and cost of procuring the same.

3. Cost of erecting foundations and cellars.

4. Cost of foundation not used and its subsequent removal.

5. Cost of labor and material, used in constructing drains and of connecting them with main sewer.

6. Amount paid for waterpipes and for laying the same, giving the size and length of such pipes, the cost of tanks, baths, pumps, sinks, closets and fixtures in connection therewith.

7. Cost each of chimnies, grates, stoves, woodwork, plastering, earth embankment and fencing.

8. Cost of inspection.

The statement shall give the names of places from which the stones were procured, the number of days the trackmen were employed in procuring such stone and the amount charged to the buildings therefor, and the amount allowed or charged for freight on the same.

A statement shewing the quantity of work done in enlarging the Railway Water Works at Moncton during the year 1876, with the particulars of all expenditures in connection therewith.

A statement giving full particulars of all expenditures made in constructing restaurant, enlarging the store-house, erecting freight house, altering and improving the station house, constructing sidings, erecting coal sheds and trestle works, constructing platforms, ballasting tracks and grading the yard, and other such work done in the railway station yard at Moncton during the year 1876.

A statement with copies of all correspondence which has taken place between the officer in charge of the Government railways and his subordinate officers as well as with the Department of Public Works and the Canada Guarantee Company in reference to the defalcation of Alfred Brush, late cashier of the Intercolonial Railway.

A statement giving a full account of all accidents which have occurred on the Intercolonial Railway since 1st July last, giving the locality and cause of each, the damage done, the cost of repairs to stock, indemnification to persons for goods damaged or injuries sustained, and the action taken in regard to any dereliction of duty which may have caused such accident.

Copies of any Orders