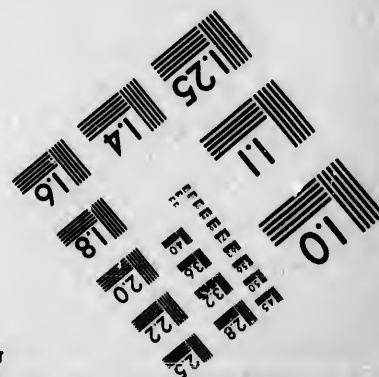
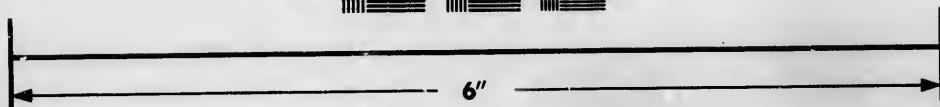
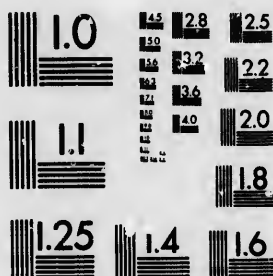


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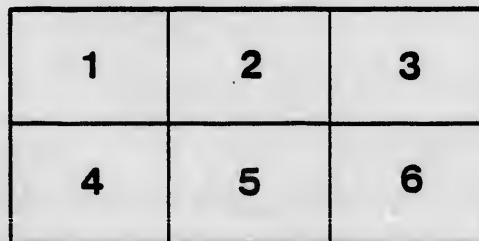
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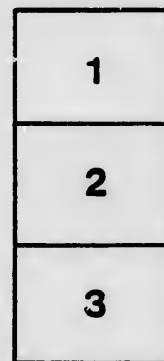
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A Few Reasons why the Electors of Should Vote for Mr. John St Reject Mr. Wallace

✓ The prosperity of the South Riding of Norfolk has hitherto been much rewarded by the want of railway accommodation. The farmers of other districts, enjoying railway facilities, get better prices for their produce, besides having innumerable other advantages. If ever the farmers in the centre and front parts of the Riding are to have a railway, they can look nowhere else for it than to an extension of the Hamilton & Lake Erie Line. There is now every prospect that that road will be completed at an early date through to Port Dover. Mr. Stuart is one of the leading Directors of that road; and since his election in January last has not been idle in trying to extend the line. A few weeks after his return from Parliament, he was delegated by the Boards of the Hamilton & Lake Erie and the Hamilton & North-Western Railway Companies, (he being President of the latter,) to go to England to make financial arrangements for both lines. As the result of his negotiations a Bill is now before the Local Legislature to amalgamate both companies, so as to make one Trunk Line from the Georgian Bay to the waters of Lake Erie. This will present a scheme to English capitalists which they will more readily take hold of than if the lines were kept separate. The position of the amalgamated company will be this: With about thirty miles of road built, and already earning 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

porary object recklessly makes promises which there may be little hope or intention of fulfilling. The reason why his fellow directors have on so many occasions entrusted him with such important commissions is, because they have implicit confidence in the shrewdness of his foresight and soundness of his judgment. To these same qualities in the management of his own private business does Mr. Stuart owe it to-day that he can now afford to devote his entire time to public matters. If, then, the electors see in Mr. Stuart one whose every interest is identical with theirs, and one who can wield an influence both in the Legislature and out of it, is he not infinitely a better man to represent them than Mr. Wallace. As a citizen of Simcoe, the people of South Norfolk know Mr. Wallace well. It cannot be said that he has ever displayed any ability to manage either private affairs or public business in a way to reflect credit on himself. He seems to be one of those unfortunate mortals born under an unlucky planet, in whose hands everything becomes an utter failure. With his private affairs it is not our province to deal; but as a public man, asking again to represent the people of Norfolk in the Legislature, we have a right to discuss his public record, both past and present. We remember that an attempt 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

prietorship of a second or third newspaper published in the Norfolk county town; and living there his interest to draw all the trade to that place, and consequently to prevent the extension of the Milton road, which would detract to a better and a larger market. If Mr. Wallace would promote your interests he would necessarily sacrifice his own, and you know from the past that your interests and his are in scales, he has always tried yours kick the beam. Not but he show this in the Norfolk but he did it when as a member of the County Council some years ago he proposed to levy \$16,000 on the county to improve the market and build a mechanics' hall in the town of Simcoe. As for Mr. William Wallace, his qualification for a seat in Parliament as member for South Norfolk is cotemporary, the *Evening Times* in a couple of editorials lately has thrown some light on Mr. Wallace at Ottawa. It appears John A. Macdonald was very mindful of the thick support the member for South Norfolk gave him in the House. Wallace was employed two years on the Intercolonial staff. He was a while under Government on the *Ottawa Times*, and got a nice little crib in the editorial of the Pacific Survey. From the *Times* that his accounts for the latter office are in a terrible state. He left the berth some two or three years ago, and the *Times* says "since then, though he and his accountants have been

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ed. At the time Mr. Wallace resigned this latter position he had received for disbursement the sum of \$388,871 62, and the vouchers filed by him in the Department up to that date accounted for only \$142,675 26. After Mr. Wallace left there continued until June 30th, 1873, to be charged and credited in the same books in his own handwriting the receipts and disbursements for this service. To that period the books show that \$584,579 had been received, and vouchers filed accounting for \$373,663; and that from June, 1873, to August of the same year there was further accounted for the sum of \$151,522, leaving at the latter date \$59,394 unaccounted for, and in reduction of which no vouchers have since been filed!

"To clear up the accounts of Mr. Wallace has been a difficult, nay, apparently a hopeless task. Since June, 1872, a skilled accountant has been engaged on the work, and during the most of the time the assistance of his son, and both together have toiled in vain in order to secure anything like a balance. The deficiency of \$59,394 is a large one, and there seems to be no available means of throwing light upon how it has been caused or where the money has gone to. It is not for us to say that Mr. Wallace has wrongfully appropriated any of it, but the cash is not forthcoming, and the vouchers for its legitimate expenditure have never been produced.

The entries made about Mr. Wallace's salary in his latter office are also unsatisfactory. There is no official document which fixes its amount; but his own ledger entries show that it was intended to be \$1,800 per annum. For the year ending the 30th June, 1872, the entries prove he received on account of salary \$2,251. Against this amount, he is credited with salary from 15th May, '71, to June 30th, '72—thirteen and one-half months, at \$150 per month, to the amount of \$2,025, and cash advanced in October, 1871, and January and June, 1872, \$564 14.—This shows a balance due to him on

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 wheel-barrow 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 near 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 expressed in 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 his duties was to purchase supplies and pay the salaries of the staff.

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 month, to the amount of \$2,025, and
 cash advanced in October, 1871, and
 January and June, 1872, \$564 14.—
 This shows a balance due to him on
 June 30th, 1872, of \$338 14. On ac-
 count of this was paid up to November,
 1872, \$335 33, leaving a balance in
 his favour of \$2 81. Subsequent en-
 tries at different dates up to February,
 1873, show him to have received on
 the same salary account \$750, and he
 acknowledges, we understand, other
 payments, which do not appear in his
 ledger, to the amount of \$1,025 76.
 This shows an amount overdrawn, and
 after he had left the service, of \$1,-
 775 76, which, after deducting the bal-
 ance in his favour, leaves him debtor
 for \$1,772 95. A great many entries
 prove that the salary fixed upon was
 what we have already mentioned. So
 many months, for instance, are again
 and again mentioned, at \$150 per
 month, in the following style:—

1872, Mar. 31st, Salary from
 1st January to 31st March,
 3 months, at \$150.....\$450 00
 June 30th, Salary account
 from 1st April to 30th
 June, 3 months, at \$150.... 450 00

A subsequent entry, however, writ-
 ten in pencil, sets down the salary at
 \$200 per month, as if there had been
 an endeavor to square the account for
 salary more nearly than was other-
 wise possible. Even at the higher
 figure, however, it is evident he had
 paid himself more than even he be-
 lieved was due, by the sum of \$897 95.
 This may be said to be a small mat-
 ter compared with the large deficien-
 cy otherwise apparent in Mr. W.'s
 accounts; and so it is. Still it is not
 creditable to him as a man of honor
 and a man of business that there
 should be such entries at all.

These facts tell their own story.
 They require no commentary of ours.
 With such things against him it is
 surely imprudent in Mr. Wallace to
 appear as a candidate at all, and it
 would be passing strange indeed if
 the electors of South Norfolk should
 think of putting him into the impor-
 tant position of their representative
 in the Commons of Canada. We can
 only repeat our former expression of
 astonishment that he should have ap-
 peared in the field, and that Mr.
 Aquilla Walsh, who must know the
 facts, should stand sponsor for him."

