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Our Ottawa Letter.

The Tory papers accuse me of making much ado about nothing when I refer to that infamous order in council by which, while parliament was in session in July, over one hundred thousand dollars of your money was granted as an increased annual subsidy to the Canadian Pacific Railway and to which I referred in my last letter. The Postmaster General now says it was not his intention to pay the increased subsidy until after he had consulted parliament. When he makes that statement he does not tell the truth. Until this iniquitous deal was exposed in these letters it was arranged that the Canadian Pacific would receive their increased subsidy quarterly to date from the 1st of July last, and that the first payment would be made on 30th September. This fact will be borne out when the correspondence that has passed between the government and the Canadian Pacific in connection with this deal has been laid before parliament.

There is another matter which materially affects your interests and your voice should be raised against it before it is too late for it may save you many hundreds of thousands of dollars. It is a well known fact that some of the contractors who are constructing the Soulange Canal are kicking, and, as a rule, when government contractors kick, the concessions they receive are measured by their own generosity, and the amount of liberality they are prepared to show in responding to the bugle call of the government's political agents in charge of the campaign fund.

St. Louis, the contractor for the famous Curran bridge, told the Public Accounts Committee that he burnt his books because he did not want the world to know how much he had contributed to the election fund. The initial letters, "G. E. F." (which might stand for George E. Foster or General Election Fund), which so often appeared in the backs of McGreevy and Connelley, and which had considerable to do with sending these two men to jail, must still be fresh in your memory, for that little episode cost you many thousands of dollars.

In fact during the past 16 years you have had many lessons in government contracts and by this time should know that "for ways that are dark and tricks that are shady the relations between government and contractors are peculiar. Look at this partial record:—

A PARTIAL BILL OF FARE.
St. Charles Branch Railway—promised cost, \$136,000; expended upon it \$822,000 for construction; \$900,000 for land damage.
Tay Canal; estimated cost, \$132,600; expended upon it \$476,129.
Little Rapids Lock; estimated cost, \$36,680; already paid contractor, \$269,000.
Galops Rapids Channel; contract price, \$306,600; paid contractor, \$446,500; claim still pending, \$130,000.
Langevin Block; estimated cost, \$376,000; already paid, \$781,000; outstanding claim, \$250,000.
Curran Bridge; estimated cost, \$123,600; actual cost, \$430,000.
Hundreds of thousands have been sunk in the same way on the Shick's Island Dam, Connelley-McGreevy works, Caraque Railway, Fredericton Bridge, Tobique Valley Railway, &c., &c.

We know that a general election is at hand, and is it a matter of surprise that when we hear there is to be a change in classification on the Soulange Canal, with the experience we have, we should view the results seriously in anticipation of the raids on the treasury that are sure to follow. Is the record (and it is only a partial one) I have just referred to, likely to inspire confidence in the government's honesty?

It is the duty of every Liberal newspaper (we do not expect Tory newspapers to lend a hand) to denounce any change in the contracts entered into by the government with the contractors who have undertaken the completion of this work. A change in classification means opening the doors for the government to fix, readjust and increase contractors' prices, and that means hundreds of thousands of dollars out of your pockets.

Can you point to a public contract that has been given by the government during the past 16 years that has not been tampered with? I doubt it. Now this is a nice little point for you to study up. Just look into the matter for yourself and see if you can discover a single contract the government has let since they came in power that the contractor has not been paid a bill for extras or in some other way by change of classification or alterations, had his contract fattened up in some other way. But let us now look at this matter in another way, in a new light in which the question of government and contractor has just presented itself to me.

THE FARMER AND GOVERNMENT CONTRACTOR.
If a farmer contracts to deliver a dozen loads of hay or twenty cords of wood at a

given rate, he has to fulfil his contract, for if he fails the law finds a way of compelling him to execute it and without an advance in price either. If the mechanic contracts to build a house, or the merchant to deliver goods at a fixed rate, the law steps in and orders him to complete his contract or go to jail.

Is it so when the government comes to deal with the contractor? Oh no not if the contractor will submit to a little bleeding. Why has it become the invariable custom for the government, who makes the law which compels the farmer and mechanic and the laboring man to keep his contracts, to permit its own contractors to default or break their contracts when they discover that in their estimates they did not calculate on a sufficient margin of profit to enable them to respond to the call for election funds with that degree of liberality the government demanded.

Why should there be two laws; one for the farmer, mechanic and laboring classes, and another for the government contractor? Answer that question if you can. If you do not know you should have curiosity enough to find out. You have enough at stake to interest you.

If the country could only be brought to realize what an important factor the government contractor has proved in every Tory campaign, and the millions of dollars of your money that has been thrown into the same contractor's pocket to be again returned to the "G. E. F." as McGreevy and Connelley would call it, I think a more careful study would be given of the government's ways and means for raising campaign funds than is now given by those who are footing the bills.

Vaughan Council

The municipal council of the township of Vaughan met at the town hall on Tuesday, the 13th day of August, 1895, at 2 p. m.

The reve in the chair. Members present: Messrs. Arnold, Bryson, Kirby, and Watson.

Minutes of last meeting were read and adopted.

The following claim for 5 sheep killed by dog or dogs, valued at \$15, was presented by Malcolm Watson.

Moved by Mr. Bryson, seconded by Mr. Kirby, that the treasurer be and is hereby authorized to pay the following claim for sheep killed by dog or dogs, being two-thirds their value: To Malcolm Watson, 5 lambs killed, \$10.—Carried.

Moved by Mr. Kirby, seconded by Mr. Bryson, that the treasurer be and is hereby authorized to pay the following road accounts:

District No. 1—
Patrick Brophy, putting in culvert on 4th con., lot 18.....\$ 1 50
Henry Rumble, 61 loads gravel... 6 10
Wm. Rumble, putting in culvert 3rd con., opposite lot 21..... 3 00
N. Young, putting in culvert between lots 15 and 16, con. 4..... 1 00
R. Rumble, drawing cedar to Line's and Hadwen's bridges... 8 00
E. Rumble, for 28 loads gravel... 2 80
Henry Marsh, 7170 feet plank at \$13 per M..... 93 21

District No. 2—
Edward Jarrett, repairing hill on 7th con., lot 14, \$4; and hauling plank and replanking bridge on side road between lots 14 and 15 con. 9, \$3..... 7 00

James W. Devins, for plank and repairing culverts, one half to be charged to York township..... 1 75
Wm. Watson, for 5 18 inch pipes at 55c. per ft., \$5.50; and 5 8 in. at 17c. per ft., \$1.75; plank \$1, being one half, and 4 cedar posts at 15c. per post, 60c..... 8 50

Henry Marsh, for 1098 ft. plank at \$16 per M..... 17 56
J. L. Card, 832 ft. pine plank at \$15 per M., \$13.23; 36 ft. pine scantling, 54c.; 80 ft. guarding, 80c.; and 48 ft. pine 6x6, at \$14 per M., 67c..... 15 24

Neil Black, stone, brush and building breakwater at Mrs. Thomson's bridge, \$50; and \$8 extra at Mrs. Thomson's bridge..... 58 00

District No. 3—
J. L. Card, for 10 ft. cedar 10x10, at 11c.; 16 ft. 8x6 at 7c.; jacking and repairing at Gough's... 4 97

J. L. Card, for 24 ft. 10x12 at \$13 per foot, and work on Kleinburg bridge..... 7 27

J. L. Card, 160 ft. of guarding at \$10 per M.; 16 ft. of cedar, 286 ft. pine and cedar at 14c.; 798 ft. hemlock plank, 137 lbs. spikes, and pulling down and building new bridge at Howland's race..... 41 37

Henry Marsh, 128 ft. of plank at \$13 per M..... 1 66
R. Agar, 2 days' work on road... 2 00

—Carried.

Moved by Mr. Arnold, seconded by Mr. Watson, that this council approves of the resolution passed by the Markham

council, and will attend the meeting in Toronto; and the clerk is hereby instructed to notify the clerk of Markham of this resolution.—Carried.

By-law No. 648 was then passed assessing the several School sections and Union School sections in the township for the present year.

By-law 649 was passed for making a special assessment for the several School sections and the Union School sections which come under the provisions of the Act.

The council then adjourned until Tuesday, the 10th day of September next, to meet at 2 p. m.

PERSONALS.

Miss Russell, of Brandon, Man., is visiting Mrs. W. H. Glass.
Mrs. P. Basingthwaite is spending a week with relatives in Toronto.

Miss Stella Morris has been visiting friends at Eglinton and in Toronto.

Mr. and Mrs. Wm. Sheppard are on a visit to Barrie and other places.

Mr. Hayton and Miss Hayton, of Wisconsin, are visiting Mr. and Mrs. P. Lillie.

Miss Grainger, of Toronto, is spending the week with her mother, Mrs. H. F. Hopper.

Mr. G. Warren and son, Master Roy Warren, of Markham, are making a visit with Mrs. Hewison.

Mrs. W. V. Braze, of Detroit, paid a flying visit to Richmond Hill last week, and called on a few of her friends.

Mr. Miles, of Toronto, a former clerk in the Toronto Financial Corporation here, was in the village on Monday.

The Misses Clara, Eva and Cora Vancamp, of Toronto, spent Monday and Tuesday with Mrs. W. A. Sanderson.

Mrs. J. Clarkson, Miss Myrell Clarkson and Mr. A. E. Basingthwaite spent Monday with Mr. P. Basingthwaite.

Miss Emma Wiley, of Detroit, and Miss Kyle, of Toronto, are making a visit with their aunt, Mrs. G. Wiley.

Dr. Hutchison spent a week with his wife and family at Grimsby Park and returned to his practice a few days ago.

Messrs. P. Powell and A. Shierk played with the Aurora band at the firemen's excursion to Midland last Thursday.

Mr. and Mrs. Geo. Trench, of East Toronto, spent Sunday with friends in the village and returned home Monday afternoon.

Mr. and Mrs. T. Hicks and Mrs. R. Sivers returned from Thornton to-day, where they had been attending the funeral of Mr. Hicks' and Mrs. Sivers' father.

Mrs. Norris and her sister, Miss Sivers, of Toronto, spent a few days with their relatives here and returned on Monday. Mr. Norris also spent Sunday here.

Mr. J. E. Clubine, principal of Eglinton Public school, was in the village a day or two ago calling on old friends. Mrs. Clubine and baby are spending a week or two at Maple with J. C. McQuarrie, Esq., Mrs. Clubine's father.

Mrs. C. Mason and Miss Annie Mason returned from Grimsby Park on Monday. They came home a couple of weeks sooner than they had intended, as Mr. Mason had happened with a rather severe bicycle accident a few days before, in Toronto, but who is now progressing favorably.

DEATHS

CHADWICK—At his residence, lot 7, 2nd con. East York, on Monday, August 19th, James Chadwick, aged 77 years, 1 month.

HENNESSY—In Richmond Hill on Saturday, the 17th of August, James Hennessy, aged, 90 years.

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