SALEM WINDOW SHADE ROLLER,

HARDWARE.

PE CHES AND PEARS.

HOT HOUSE CRAPES

DUMBLE'S.

Chattel Mortgages,

Quit Claim Deeds,

Discharges of Mortgage,

FOR SALE AT THE

Hennessy's Brandy-V.O.

Hennessy's Brandy—3 Star

Hennessy's Brandy-1 Star

Hennessy's Brandy-Pints.

Pinet Castillion Brandy.

Bernard's Ginger Wine.

Guinness' Porter-Quarts.

Guinness' Porter--Pints.

Claret-various brands.

De Kuyper's Gin-Red Case.

De Kuyper's Gir.-Green Case.

No. 72 and 73 Wellington Street.

\$30,000

RAILWAY COMPANY have for sale

F. C. CLINE,

F. C. CLINE,

Secretary and Treasurer,

Kingston and Pembroke R. R. Office.

\$30,000 in desirable Short Date City of King-

BONDS FOR SALE.

in sums to suit purchasers, from five hun-

Bernard's Old Tom.

Bass' Ale-Quarts.

Bass' Ale-Pints.

Assorted Syrups.

Kingston, Sept. 2.

Leases,

Aug. 29th.

BLIND HINGE.

August 29.

BLOWER, FAN BLAST.

OLUME XXII.-NO. 268]

KINGSTON, (CANADA), FRIDAY EVENING, SEPTEMBER 19, 1873.

[PRICE TWO CENTS

Hollow Augers. "La.m., 8:30 a.m., 1.

Manufacturers'

Scott & Dalton. TUESDAYS. S:30 a.m., 11:30 Kingston, April 18th, 18

kingston for Wolfe

MONDAYS.

THURSDAYS

FRIDAYS.

SATURDAYS.

RETURNING.

a. a.m., 9:15 a.m., 13

SUNDAYS. 2

RETURNING.

ck a.m., 12:30 p.m., 3

the Captain on board, or

and United States

other particulars app L. Farmer, or Hugh in Quebec to Allans to John M. Currie, 21

Paris to Gustave Bos

embre ; in Antwerp to

JAMES SHANNO

or Richard Berns; in

10th June, 1873.

FOLGER & HANLEY

Berning. 1 1873 Marine Insurance. 1873 morated in 1819. Capital \$3,000,000. \$5,150,931.71. HULL AND CARGO usks to and from Inland Ports on favour-

St. Lawrence Warf.

W.&J. McCammon BUTCHERS.

The BEST MEAT kept constantly on and Steamboats and Vessels supplied on

FOR SALE.

Kingston for Ganan 2 at Howe, Island one

and 8 p.m., Fridays.

Market Square.

POND'S EXTRACT, FRESH, just received by

11rst-class, Full-powered, L. lugust 12

2700 Capt Richard WOUNG HYSON TEA

Kingston, Ontario.

British-American Hotel. These Company's Office, Place d'Armes, to have been thoroughly refitted and in the most modern style with regard to comfort, and no pains will be

enlarged and furnished in the follows :- Breakfast 7:30 to 10 a.m. 12:30 to 2 p.m.; Early Dinner 1 p.m.

having enlarged her busi-ness, has opened the finest assortment of Millinery, Fur Cloth Mantles, DRESS Ladies' Under-Bothing, Real Laces, and Very Latest Styles, and is Retail, to compete with any

TED every Friday mon ns the news of the weekge amount of reading, as
we Dollars per annum, pass
ress orders to the publisher
ress orders to the publisher

REMOVAL.

The Celebrated Disston Saws, MISS MAYNE has removed to BAGOT STREET, opposite the Congregational Iron Planes, Ratchet Braces, sure. Apprentices wanted to learn the Art. Convent. Dresses warranted to fit from mea-Breast Drills, Twist Drills,

Ives' Expansive Bits and PREPARATIONS | at " For the Teeth.

TAN BUSKIRK'S SOZODONT.

HUFFER'S IMP'D PATENT SPRING Dr. DAY'S TOOTH TOWDER. ATKINSON'S PARISTAN TOOTH PASTE. WHITE ROSE TOOTH PASTE. ODOUS KALLUNTERIOS. BOROLINE.

Heath & Gunn's Drug Store. | sav J. MUCKLESTON AND CO.

ATKINSON'S PERFUMES with Sprinklers, | v LUBIN'S PERFUMES, LUBIN'S LAVANDER WATER, ENGLISH LAVANDER WATER, VIOLET EAU DE COLOGNE, . MARIA-FARINA COLOGNE, FLORIDA WATER.

Heath & Gunn's Drug Store,

47 PRINCESS STREET,

OF THE UNITED STATES,

Assets, Dec. 31st, 1872 \$20,000,000.00 Amount Cash Income over ... Total paid Policy-holders in

1872 Total Surplus, 1872.

DAILY NEWS OFFICE. about five years, its business exceeds many the older established Companies, having sued. in 1872, 895 Policies, insuring \$2,324,15 -being a very little short of the largest busi-

> For rates and other information apply to J. J. CHRISTIE, Agent, Bank of Montreal.

Residence, No. 3 Barrie Street. August 1st, 1873.

Kingston Marble Works

Mantle Pieces, &c., &c., &c., importers of Scotch Granite Monuments. The subscribers having extended their premises, beg to announce their increased facilities for executing large quantities of FIRST-CLASS WORK in every department their business.

In soliciting an inspection of their large and varied stock, they invite special attention to splendid supply of ARNPRIOR MARBLE, hard, durable and richly clouded, and by far the largest and best selected stock | names ever brought to Kingston.

Depot for this beautiful Marble in Central TIME KINGSTON AND PEMBROKE Canada. All orders punctually filled for moderate rates at the Kingston Marble Works, Princess

ston Coupon Bonds, bearing six per cent and Sydenham Streets. interest, payable semi-annually. The securi-An examination of our Finished Work on ties mature on Dec. 31st, 1873, and on same hand, or erected, will explain why our workmanship is conceded on all hands to be un-Applications to be made at the Railway surpassed by any in Canada. TANDY BROTHERS. July 12,

American and Canadian Organs.

Pianos, New and Second-hand. Tuning and Repairing done.

. REYNER, Princess Street. July 28th, 1873.

Thomas McConville, Butcher, 1873. CROP. ONTARIO STREET, opposite the Grand Trunk Depot. Wessels carefully NOW ARRIVING IN attended to and supplied at all hours at the

GUNPOWDERS, TWANKAYS,

SOUCHONGS,

ITALIAN WAREHOUSE,

THEL LODGE meets every THURS-

The Daily News.

FRIDAY EVENING, SEPT. 19.

JOHN MACDONALD'S EVIDENCE. Ottawa, Sept. 17.—The Commission met at noon on Wednesday.

Mitchell, Hon. Dr. Tupper, Hon. T. N. some conversation respecting the railway, but only as a matter of conversation as to the importance of the contract to give the contract to any company that the Right Henourable Sir John Macdonald was called upon to give evidence.

Sir John Macdonald at once stepped forward and took his seat at the witness table. you have the goodness to state to the Commissioners all the facts within your knowledge relating to this matter? A. I suppose I had better give my state-

ment in a narrative form? The Chairman-I think so. Sir John Macdonald then made the fol-

THE EQUITABLE of 1871 resolutions were passed admitting British Columbia into the Dominion, and it len's published letter, and proceeded—I resolution are of Mr. McMullen's letter's ing the Pacific with the Atlantic system of was on the 5th of October, 1871. railways would be constructed within ten No. 120 BROADWAY, NEW YORK. solution passed in the House of Commons that the railway should be constructed by 9,000,000.00 Private enterprise, and aided by public subscriptions in money and land. There were 3,646,289.96 no further proceedings that session, except 2,520,000.00 a vote to defray the expenses of the survey of the land, but it was understood that the NEW BUSINESS, 1869, 1870, 1871 and 1872 Government would prepare and lay before Ottawa to make a proposition to the Govwhose accession would be desirable, and that
of Parliament and half taken a great interest. I mentioned several friends to ness done by any Company, foreign or local, ernment for the construction of the railway. the cash instalment on such stock should be in the Canada Pacific Railway. to come whom we might apply, and I mentioned Sir I said, certainly not; I would be glad to see was at the St. Lawrence Hall. then in town, saw these two gentlemen. We told them that we thought it was premature. We said, as a matter of politeness, heard his statement, and neither expressed that we were glad to see that American approval nor disapproval of it, for in Septem-Monuments and Gravestones and talists in New York and elsewhere, whose he had to say, and said we would consider bers of the Cabinet, thirteen, as a sort names they mentioned at the time, and I any proposition which was made when it was precedent, and it was suggested by the Gov think exhibited a list to Sir Francis Hincks | made. I observe also that McMulien, in the

of those who were ready to co-operate with them if they could make arrangements for the construction of the road. Some o' the United States.

Canadian. There were three or four gentlemen. Do you mean the names of those

you can recollect who were then present?

that interview?

Sir John Macdonald-No I can't, without referring. The Chairman-It was the first interview on the subject.

this proposition, and through Sir Francis to try to lead them to interest themselves on that he might exercise that power in favour of Hincks and myself, drew the attention of the subject, and a company was at length bringing in American capitalists. Still it seemour colleagues to the necessity of attempt- formed. ing to get Canadian capitalists to enter upon the subject. We-I for one communiupon the subject. We—I for ene communicated with several gentlemen, principally in Contario, and principally in Toronte, encorporate and I left Toronto, as I said before, impressed with the idea that that difficulty would be removed and that the difficulty would be removed and that the arrangement that was made by which deavouring to enlist their interests in the enterprize. We told them that it would be tumn of 1871. The statement had got into say with Sir George Cartier, giving him an accommunicating from to time, I may say with Sir George Cartier, giving him an accommunicating from to time, I may say with Sir George Cartier, giving him an accommunicating from to time, I may say with Sir George Cartier, giving him an accommunicating from to time, I may say with Sir George Cartier, giving him an accommunicating from to time, I may say with Sir George Cartier, giving him an accommunicating from to time, I may say with Sir George Cartier, giving him an accommunicating from to time, I may say with Sir George Cartier, giving him an accommunicating from to time elections were over the whole matter to the newspapers that American capitalists were enterprize. We told them that it would be a great pity if a great work of this kind not looking to be interested in the construcshould be carried off by foreign competition, tion of the Canada Pacific Railway from its to, and my communications were always of an made for a meeting of Mr Macpherson and Sir and that if the American capitalists could own merits, but from a desire to connect it in encouraging nature, because I really believed Hugh Allan in Ottawa to form a provisional make it a paying enterprize, Canadians some way with the Northern Pacific; to make that we would succeed in amalgamating and board. I see it is mentioned by Mr McMullen could do so as well. I spoke to a great it subservient in some way to the interests of number of my friends, and I have no doubt that road, and the fear arose very generally pherson came to Kingston attending to my election, Mr Macmy colleagues did to theirs. We mentioned throughout Canada that the interests of Can-TATE HAVE NOW IN STOCK, and arthe fact, too, that those American gentleada and of its railway would be sacrificed to
there accidently I forget which a but here accidently I forget which an arrangement was made I was riving, a large shipment of CHOICE men had come in and made the proposition.

American capitalists there accidently, I forgot which; but he was quite unaware of it, and more than that, I CHEAPEST AND BEST. rangement made or instruction given from his colleagues, or from myself as First Min
Were not on the general question of the algerties. I made in trying to attain the onhis colleagues, or from myself as First Minwere not on the general question of the algerties. I made in trying to attain the onhis colleagues, or from myself as First Minwere not on the general question of the algerties. I made his colleagues, or from myself as First Min- were not on the general question of the admis- amalgamation before the elections. I made were certainly no political secrets, and if he ister, to do so. He did so on his own resion of foreign capital, but as to whether up my mind that the whole thing must stand had made any arrangement at that time responsibility—just the same as I did with this proposed connection with the American over, leaving it as it had been left after the specting the railway, he certainly would have the friends I saw, and he made the same system of railways would not give them hold conversation between Mr Abbott and Mr mentioned it to me. I observe Sir Hugh Alcommunication. On Sir Francis returning to of our railways as well, and I think the Macpherson until the elections were over, and lan in one of his published letters, dated the Ottawa he mentioned that he had made a Government was alone in this opinion; and I telegraphed to Sir George Cartier in the 5th of August, says he had concluded an ar-JAPANS, &c., mistake, and so did, I believe, many of the by the time Parliament met in 1872, though same sense. My telegram is set out I think rangement with Sir George Cartier. Of course members of Government. At this time it we had not come to any formal decision on in an affidavit which Sir Hugh Allan made in he made a mistake himself, as I understand had not occurred to me, nor, I think, to the matter, it was the opinion of all the Montreal. At all events I can put it in. I was another year he meant, and a day or two any one, that these American gentlemen were in any way connected with the North
any one, that these American gentlemen capital should be excluded. During the sestion we found that those who had been the capital should be excluded. The chairman—Was that the telegram of papers.

Sir J.

plan would be to endeavour to form a large looking after the promotion of the bill for cular. He says the question about the Presi-Among those present were Sir John Macdonald, Hon. Mr Campbell, Hon. H. L. Langevin, Hon. J. J. C. Abbott, Hon. P.

Can gentlemen. Mr McMullen, Mr Smith, and, I think, Mr Hurlburt, of Chicago. We received them in the Council room and had the road. We at the same time submitted to Sir John Macdonald—I put in this draft.

The Chairman—Do you remember the time of that interview?

Sir John Macdonald-I do not, but I might. perhages, by looking at Mr McMullen's stateof 1871 resolutions were passed admitting Sir John Macdonald referred to Mr McMul. varied. It was that an amalgamation of the am aware of, had come up from Montreal bewas then promised that a railway connect- stated in one of Mr McMullen's letters that it The Chairman -That is the interview you

Sir John Macdonald-Yes, that is the interview to which I refer, but I do not know that is the correct date. The Chairman-You might say it is referred to in Mr McMullen's letter under that date?

Sir John Macdonald-Yes, The Chairman-There were several members of the Government present besides yourself?

-that he was entering into negotiations with same letter, states that at the meeting on October 5th, he mentions the names of the been selected; that there should be fire mem members of the Conneil who were present, bers of the Board from Ontario, four from and says :- "It was at once apparent that Quebec, and one from each of the other Prothe names I knew-more of them I did not, they were not fully in accord among them- vinces. The last named is a detail which

ernment that the Board of Direction shoul

Sir John Macdonald—I really forgot their names. There was Mr C. M. Smith, I Railway might get into American hands and names for Ontario to have seven swer—"George E. Cartier." know, Mr McMullen, and I think two be under American control, or that it might representatives for Ontario against six from get into American and Montreal hands, and Quebec, on a board of thirteen members. Then Hugh Allan addressed to myself, of the same that in the construction of the road the inter- as regards the Presidency, Mr. Macpherson al- date: "I have seen Sir George Cartier to-day. ests of Ontario might be forgotten or neglect. ways held the same position—that he did not You may return my letter, or regard it as ed. This, I think, added to the urgent re- look for it himself. He did not press his own waste paper. It was not intended as anythin to get some one in Toronto to enterminto the Sir Hugh Allan, from his having originally basis of our agreement, which I have no doubt question, induced the formation of the Interhe were placed in the position of President you will approve of. He proposes to go out oceanic Company. I had spoken to Mr Mac- he were placed in the position of President,

The fact of these gentlemen having made berland, to Mr Worts, and other gentlemen, ence, have too much power at the Board, and

the formation of the company early in the au- moved, and that there would be an amalgama- until the elections were over the whole matter were admitted into the company in any way. at Kingston, and we had a discussion about don't believe it. I am quite satisfied that S' I must say I was one who participated in that it. I found still a difficulty existing about George Cartier, if he had made any such fear, and it seemed to be also the opinion of my colleagues, including latterly Sir Francis there was no use in trying to attain the obSir George Cartier was a man of the highest ern Pacific Railway. It had not, I say, supporters of the Government—a majority in Sir John Macdonald—Yes, on the 26th of

Canadian Company, in which would be re- incorporation of the Canada Pacific Railway dency should be left to the Board. Under presented the capital of all the different | -that Parliament would not sanction any | these circumstances I authorize you to assure Provinces of the Dominion. After a Cana- scheme which would involve the admission of Allan that the influence of the Government will dian company had been so formed then they American capital. The Government then came | be exercised to secure him the position of Pre-ROYAL COMMISSION — SIR might extend their area to the United States to the conclusion that as there were two sident; the other terms to be as agreed on bemight extend their area to the United States or to England, though it was rather frustrating that policy to have communicated in the first place with the Americans. Howards Sir Francis Hingks made that communicated and in the passage of Acts of Incorporation, they would all in the passage of Acts of Incorporation Privy Council at Ottawa and settle the terms There was a larger attendance of the public than usual, it having become known that came to Ottawa with several of these Americans. Subsequently Sir Hugh Allan came to Ottawa with several of these Americans. Sir John Macdonald would give evidence. came to Ottawa with several of these Americal solution of the difficulty and should be accepted at once by Allan. Answer,"

Gibbs, Senator McLelan, Messrs. D. B. Chisholm, M.P., P.M., Grover M.P., L. Masson, M.P., —Haggart, M.P., F. Jones, M.P.; Lieut. Col. C. S. Gzowski, Mr C. J. Brydges, Mr A. Walsh, Messrs. Sir Hugh Allan, who seemed to be principal spokesman of the party, and who had said that he had made arrangements with American Moylan, E. Langevin, and Mr T. K. Ramcan gentlemen, some of whom were there such Royal charter. That Government Act tier and his Lower Canadian friends. They for the purpose of gotting up a company, contained clauses enabling the Government had got the idea that Sir George Cartier was for the purpose of building the railway. I to grant a subsidy in land and money. There not so friendly as he ought to be to the Northasked him if he had any proposal to make. were two Acts of Incorporation passed, as has ern Celonization road in which the Lower We were desirous of getting applications already been several times brought before Canadians, especially the Montrealers, took and propositions from all and everyone who your notice, the one the Interoceanic Railway great interest, and of which Sir Hugh Allan The chairman, addressing Sir John, said took an interest in the matter. I asked Sir Toronto and the other the Canada Pacific was President; and that in fact they had got The chairman, addressing Sir John, said

You are aware, Sir John, of the charges

Hugh Allan, I say, if he had any proposition to make He asked me if we were

Toronto, and the other the Canada Pacific Railway Company, the principal seat of which throwing cold water on all these enterprises relating to the construction of the Pacific tion to make. He asked me if we were was at Montreal. So soon as the session was which Sir Hugh Allan had entered upon. This Railway Company, and the raising and distribution of the funds for the prometion of the funds for the f the elections in 1872, into which the Comsaid, No,—we were not prepared; that we ed itself to the task of attempting to procure in Lower Canada, have lost him Parliamentary missioners are enjoined to enquire. Will could not enter into any agreement of that an amalgamation of these two companies, as support. It had been incessantly reported that kind, and that we would have to obtain the authority of Parliament to do so. Sir Hugh Quebec and Ontario, although 1 believe both for the Grand Trunk, was not desirous, or at Allan then said, "Then I am not prepared of these companies contained names of gentle- least in his capacity as selicitor or counsel for men as corporators from both of these Pro- the Grand Trunk was not anxious to provinces; but it was generally understood that mote any railway enterprise that might be the Interoceanic was the Ontario Company, and a competitor or rival of that railway. the Canada Pacific the Quebec Company. The | There was so much feeling respecting Sir Geo. policy of the Government from the time of Cartier's course of action, that a deputation companies should be procured if possible. We fere Sir George Cartier went down there to rewere satisfied that such was the jealousy quest that he should take an active interest which had arisen between the two Provinces in the Northern Colonization Road and other that it was impossible to give the charter to railway schemes, extending from the Northern either of these companies, or to give the Colonization Road westward to the Pacific construction of the road to either of these Railway, and that Montreal interests, as reptwo companies. In fact we know that no (to- resented by Sir Hugh Allan, should not be igvernment could exist that would give the con- nored. So I sent that telegram on the 26th. tract to either section. If it were given to Sir and I was glad to receive a communication Hugh Allan's Company, the Government was from Montreal, I am not sure whether from certain to alienate the support of their friends | Sir George Cartier or from Mr Abbott, or from -their parliamentary friends in Ontario, and Sir Hugh Allan, but from one of those I am vice versa—so that we spared no pains to at- quite sure, stating that Sir George Cartier had Sir John Macdonald—Oh, yes. The Cabi-Parliament at its next session a scheme for net then was pretty full. Mr McMullen also Railway Board always expressed a desire, a terprises in a manner that was satisfactory to THE LARGEST of any Company in the the construction of the road. The surveys gives the names, which I have no doubt are Road avaraged an unwillingness to amalgamate. The Interoceanic Montreal interests, including Sir Hugh Allan world. New business. Sum assured were commenced and carried en during that correct, of myself, Sir F. Hincks, Sir G. Car- Board expressed an unwillingness to amalga- and his political friends in Montreal; and I summer, but the Government took no tier, Messrs. Tilley, Tupper, Mitchell, Morris, after the session or shortly may say here that there it was, on learning Company in rank by more than sixteen million dollars. The Society issues all the most
desirable forms of Life and Endowment

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The destrable forms of Life and Endowment Policies and Endowment of companies for that purpose. In fact it had not prepared a scheme, when one day it was called upon by Mr Waddington in Ottawa. Mr Waddington was an English second or third annual payment. Policies gentleman, whom I knew well. He had plan first introduced by the Society of the Covernment is would be of great-importance if we could go to the country with a scheme prepared, and an amalgamation effective we might expect that all the Covernment is well and Onebec. of companies for that purpose. In fact it say with reference to this, that before that as much as possible to acquiesce in the areal of the small limit to be something to be say with reference to this, that before that as much as possible to acquiesce in the areal limit to be something to be say with reference to this, that before that as much as possible to acquiesce in the areal limit to be something to be say with reference to this, that before that as much as possible to acquiesce in the areal limit to be say as the same of had spent a good deal of money on railway September, 1871, in which the preliminaries ed of the capitalists of Ontario and Quebec, the opposition of the Ontario Government surveys and exploration, and was an enthuwere settled between Sir Hugh Allan, Chas

ready to co-operate in the construction of the would be placed against our friends at the siast in the matter. He told me that by his M. Smith and myself, by which Sir Hugh was Pacific Railway. After looking the matter poils; and I said to him:—"Well, you must invitation, as I understood it, some Ameri- to receive a large personal interest in the stock in Toronto. I went to Mentreel but and arrange such funds as you can to help can capitalists from Chicago were coming to and an amount for distribution among persons in Toronto, I wrote to Montreal and asked Sir us, because we are going to have the chief bat-

I told Mr Waddington that I thought this advanced and carried by others interested. He Toronto and discuss the matter with Mr Man Alan among the rest, as the richest movement was premature; that the Gov self with Sir John Macdonald at the St. Lawernment could make no arrangement until rence Hall the day before we met Allan, at possible for him to come, but that Mr Abbott When I ascertained that Sir George had put they had submitted their scheme er which he expressed the approval of the Gov. might do so. Mr Abbott did come up, and it all right with his friends, I then communischemes to Parliament, and obtained the ernment at the proposed meeting, and requestsanction of Parliament. He seemed to be ed me to meet him at Ottawa, after it was the evidence given by Mr Macpherson here, a and Mr Abbott, that I hoped they would not a good deal disappointed, but said that he over, to let him know the result." memorandum of the substance of their conforget our necessities; that they would see to versation. That memorandum I believe to be raise some funds for us in Upper Canada. On Mr substantially correct from the information that | the 30th, I think, of July, I received a letter the gentlemen, and Sir Francis Hincks and McMullen came and told me-I had pre- I had from both of those gentlemen. I left from Sir Hugh Allan, addressed to me at Toronto to go to Kingston to attend to my Kingston, stating he had come to an arrangeown election, impressed with the idea that ment with Sir Geo. Cartier. He did not send Sir Hugh Allan, and that they proposed to there were no insuperable difficulties in the me a copy of the arrangement itself, but said he way of amalgamation. Their views approach- had come to an arrangement, reduced to writed very near those of each other, as that ing, stating the general terms of the arrange-ANDY BROTHERS, Princess and Syden- capitalitsts were looking for investments in ber we were in exactly the same position as the Presidency and the other was the providence with my telegram of the Canada, but we could not make any prowhen he previously met us in Ottawa. The Directors With respect to the unitary of Directors With respect to the unitary of Directors with make any propositions, or make any arrangements with Government were not in a position to enter Directors. With respect to the number of venient for me—I think I was then in the height of my election, and I was receiving a most stern opposition-I telegraphed back at once that I would not agree to it at all, and would go down to Montreal that night or the next night and see them, so that there should be no mistake or misapprehension about that. It be chosen in the same way as the Cabinet had appears Sir George Cartier saw Sir Hugh Allan at once, and informed him that I objected to the arrangement that he had made, and that unless the agreement to the proposition but have since ascertained that they were selves in consequence, as Sir Francis Hinks | varied from the arrangement respecting the | were adhered to I would go down to Montreal informed me, of Grand Trunk jealousy of Al- Cabinet, for there are no representatives in the and discuss the whole matter. I received two The Chairman—Do you recollect their Sir Geo. Cartier." Well, this is altogether an adjusting the representation at the Board of other from Sir George Cartier, which I have erroneous statement. We were quite in accord adjusting the representation at the Board of fortunately kept and can read. This is dated Sir John Macdenald—Well, there was Mr among ourselves, We were quite in accord that Abbott's proposition on behalf of the Canada like 31st of July, from Sir George Cartier: TANDY BROS.' FACTORY is the only Smith of Chicago. Mr McMullen was with Smith of Chicago. Mr McMullen was with Pacific Company that instead of thirteen there. we had the sanction of Parliament. We were Pacific Company that instead of thirteen there letter written you, since you make objection not in a condition to make any arrangements should be seventeen members of the Board. to it, and relies for the basis of an agreement until Parliament had authorized us to do so. For some reason or other he thought it would on your telegram to me, of which I gave him In consequence of its being known that Sir Hugh Allan had entered into this arrangement sent all interests. This point I did not enter same with you. I don't think it necessary for The Chairman—The names of as many as with American capitalists—it was known to into myself, but it will be seen from the you to come down here Saturday. I wanted every one—a feeling of fear rose in Ontario, memorandum that Mr Macpherson thought it to be out of town on Sunday, but will remain

> quest made by myself on different occasions claims to it in any way, but he thought that official. Your telegram to Sir George is the Sir John Macdonald—The first interview. oceanic Company. I had spoken to bit would, from his energy and wealth and infludoubt his health will be benefitted, thereby. of town on Saturday afternoon, and I have no That was the only agreement that was ever

made between the Government and Sir Hugh ed to me as if that was really the only ques- Allan, or the Canadian Pacific Railway Co. The Chairman—The Interoceanic Company? tion remaining—the question of the Presiden—which he represented, and there was no other Sir John A. Macdonald—Yes. The Inter cy—that we were very near an amalgamation, either with Sir Hugh Allan or any member of before the 30th of July when he signed those

Sir John Macdonald then goes on to state "eccurred to any one," and it certainly the House of Commons-were of the same July. "Have seen Macpherson. He has no that the Government, after the elections, rehad not occurred to me; but the reason opinion. A general feeling of jealousy had personal ambition but cannot in justice to On- newed their attempts to amalgamate the two BETHEL LODGE meets every THURSwhy I thought Sir Francis Hincks' action arisen, and it soon became apparent to every tario concede any preference to Quebec in the was premature was that I thought the true one Sir Hugh Allan was here accessionally matter of the Presidency or in any other parties. was premature, was that I thought the true one—Sir Hugh Allan was here occasionally matter of the Presidency er in any other parti- Mr Campbell to Mr Macpherson at Toronto

CARD.

April 1, 1873. W. EVETTS, Gunmaker, for sale. Repairs of all kinds neatly and cheaply executed. W. EVETTS, Small Arms Armourer, Tetedu-Pont Barracks, Kingston. September 2, 1873.

cheapest rates.

dred (\$500) and upwards.

Kingston, July 28th, 1873.

Insolvent Act of 1869.

T the undersigned, Charles Baillie, of Montreal, have been appointed Assignee in this matter. Creditors are requested to file their claims before me within one month Kingston, 9th Sept., 1873. C. BAILLIE,

Loading and Muzzie-Loading Fowling NEW SEASON'S TEA, which we are selling Sir Francis Hincks, in one of his visits to Pieces, and also Double Barrel Rifle and Shot: at PRICES LOWER than ever. All we ask | Montreal, it subsequently appeared, saw Sir Guns, and Sporting Small Bored Rifles, &c., is a trial to prove that OUR TEAS are the Hugh Allan. He did so without any ar-YOUNG HYSONS,