

QUEBEC MERCURY

APRIL 1880



The Quebec Mercury.

TUESDAY EVENING, APRIL 13, 1880.
Louis and Pacific Railway Company.

DESTRUCTION OF THE QUEBEC — HARBOR — WORKS !

The Work Condemned by a Competent
Judge—Fearful Waste of
Public Money !

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THE QUEBEC DAILY TELEGRAPH.

AFTERNOON, APRIL 13, 1880

THE HARBOR WORKS.

Grave Charges.

To the Editor of the DAILY TELEGRAPH.

SIR.—The River St. Charles works are now clear of ice and snow, and their deplorable condition is a practical illustration of the utter futility of attempting to secure good masonry (in this severe climate) with concrete as a backing. I today visited these works at low tide, and found that after a short four months of frost the masonry has been destroyed for all practical purposes, the wall being bulged out through the action of the frost, the joints of the stones started, large slivers broken off of many of them, while others have been driven bodily forward, and water flowing freely from many of the joints, the whole presenting one of the most unskillful and wretched pieces of work ever seen in this country (indeed I may safely add) or in any other. Thousands of public money has been here wasted, while an expensive law-suit looms in the distance between the contractors and the Commissioners. Many people have pointed out many defects while in the Commission, to which I had drawn attention through the press after my dismissal. I embrace the present opportunity to state that had such people attended the monthly meetings of the Board (which were open to the public) or even read the monthly reports published in the press with common attention they would have ascertained that I was continually finding fault, and on more than one occasion stated that I had no confidence in the Engineers or their work; having declared over and over again that concrete was not adapted for backing, and suggested that some fifty feet of the masonry of the north wall should first be built and allowed to stand the action of a winter's frost before committing the Commission to the plan proposed. The Board at my request wrote to the Engineers pointing out the fact that concrete was never used in this country of frost and snow, stone being invariably used, the former not being adapted to the climate. The following is the reply sent by Messrs. Knipple & Morris, viz: "The objection to using stone as backing is the difficulty of working the beds of the stone otherwise than hollow," thus allowing water to percolate and settle, when frost would be generated and expansion take place to the detriment of the work. I protested in the most urgent manner against the absurdity of such a statement, pointing out the incontestable fact that those who would so respond could not possibly understand the question at issue, but displayed the most deplorable ignorance. I also read letters from experienced Engineers (with whom I had corresponded) condemning concrete and advocating stone, all to no purpose; the Engineers had made the great mistake of proposing to build a second entrance head, costing some \$24,000, to the Graving Dock. This absurdity I succeeded in doing away with though opposed in the most strenuous manner by the Resident Engineer who even went so far as to approach the President upon the matter. I then suggested that it would be most desirable not to finish the head of the Dock, as ships were increasing so rapidly in length that in a few years the Dock would be found to be

Commissioners for lack support on most all occasions when an attempt was made to make obvious, the inefficiency of the engineers, and the many absurdities, and crudities, in connection with the works, as their position was an anomalous one rendered so, from the fact that they knew nothing with regard to the works, also from the fact that the previous commission had so named the agreement with the Messrs. Knipple & Morris, that no alteration could be made in the plans furnished without the consent of the latter, thus making mere nullities of the Board. In fact so one aided is this agreement, that the Quebec Harbor Commission has been handed over body and soul to the English engineers. The publishing of these facts has not been suggested by egotism but a desire to render an account of my stewardship to those who honoured me with their confidence, and which the very deplorable state of these works now makes imperative.

Yours, truly,

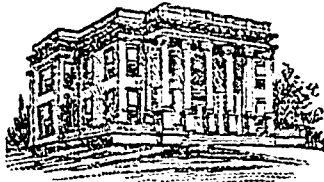
E. W. SEWELL.

Levis, April 12, 1880.

A SUBSTANTIAL ROMANCE.

Novelist Edwards Builds a House With the Proceeds of a Popular Story.

Few are the story writers who can erect such a substantial monument to their literary success as that which Harry Stillwell Edwards proposes to build. Mr. Ed-



MR. EDWARDS' PROJECTED HOUSE.

wards will be remembered as the author of "Sons and Fathers," a serial story for which he received a \$10,000 prize. He is going to spend this money in building a beautiful and comfortable modern home to take the place of the old fashioned house in which he now lives near Macon, Ga.

The new house will recall the romance of the old south, which made its erection possible, for it will be designed on the lines of the good old antebellum homes which the rich planters used to build. The style of architecture is to be of the Corinthian classic, but is more generally known as the colonial. It will be a big, ample house, with spacious piazzas extending across the full 70 feet of the front and around two sides. There will be a row of Corinthian columns across the facade, lending a stately and imposing appearance. The floor of the porch behind the columns will be of marble tile, and a great door of redwood and leaded glass will give the proper finish.

If the pure white exterior is impressive, the interior will be more so. Passing through the big door, the visitor will find himself in a vestibule which leads to a spacious entrance hall, at the farther end of which is an arch supported by a double row of Ionic columns. Beyond the archway will be the rotunda, extending the full height of the house and ending in a dome of delicately tinted glass. The floor of the entrance hall is to be of mosaic tile, with a border of plain Grecian design. The wainscoting, of polished marble, will form pedestals for eight Ionic pilasters, which serve to support a decorative frieze even with the second floor.

To the right of the entrance hall will be found the library and to the left the drawing room. On the right of the rotunda will be the dining room and on the left the music room. At the rear of the rotunda will be the great staircase, broken half way up by a deep landing in the form of a small conservatory, lighted by large windows of triple stained glass. The stairway branches here to the left and right and leads to the circular hall on the second floor overlooking the rotunda, in which an Italian fountain will be the central feature. The dining room is to be finished in pale blue and white enamel, the smoking room in old rose, the drawing and music rooms in pure white enamel and the library in old ivory.

A Dangerous View of Life.

We are constantly confronted with the fact that neither material advantages nor intelligence nor education nor even a good moral record is proof against disloyalty to life. Many causes are adduced, grief, shame, remorse, despair being among the most numerous. But perhaps the foundation cause which underlies all others may be said to be the common habit of thinking that life is to be valued only for the happiness it yields. Many people grow up with the idea that if personal life be not personally happy it is useless. Thus, when they come to some epoch when sorrow triumphs over joy, failure over success, pain over pleasure, life loses all meaning to them and is easily parted from. This view of life is essentially untrue and most injurious.—New York Ledger.

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Welland Ont

W. S. BLOCK, WELLAND, ONT.

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THE WELLAND TRIBUNE

Published by the undersigned at the
Tribune

Steam Printing House,

Burns' Block, Welland, every FRIDAY
morning, and sent to subscribers for \$1.50
per annum; if paid in advance, \$1 will
be accepted.

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to which he has paid. Monies received
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otherwise unless requested. Persons re-
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General legal, transient, and all other
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Job Printing.—All kinds of Plain and
 Fancy Book and Job Printing executed
at moderate prices. J. J. SLEDGE.

1881.

The
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It will Pay You

Apr. 1880

Quebec
Mercury

N. 2

THURSDAY, APRIL 15, 1880.

The Daily Telegraph

QUEBEC, THURSDAY, APRIL 15, 1880.

THE QUEBEC HARBOR WORKS.

A city reporter gives the following account of his tour yesterday over the Harbor Works:—

Our reporter is only too happy to be in a position to state that after visiting the works at low water, and minutely inspecting the wall in question, he has failed to find in the permanent work upon the quay wall any one of the faults reported by Mr. Sewell. He saw no bulging, no starting of stones and no slivers broken from them, but on the other hand, close joints, hard-set masonry and concrete, and not the smallest deviation from the original line of the wall, in the whole of 1,240 feet of permanent work completed, which extends from the Breakwater to a point a very little above the revolving derrick, and within a few feet of the small wooden bridge at present leading from the ice to the new wharf. It is rumored in fact that Mr. Sewell has founded his remarks, if they have any foundation at all, upon the effect of the ice upon a quantity of stone, some of it roughly put together at the end of last season, and some of it simply piled up at the end and adjoining the end of the permanent work finished last summer. Indeed there is no other excuse to offer for the mis-statements made in Mr. Sewell's letter. A large number of merchants and others visited the works yesterday, and their experience was, we believe, similar in every respect to that of our reporter. It is very gratifying to be thus assured that there is no truth in the reports circulated with respect to these important works, and that there is no ground of apprehension for its continued security. Mr. J. Vincent Browne, the contractors' engineer, has written to us, extending an invitation to the press and public at large, to visit the works and thereby judge for themselves of the truth or falsehood of the said "grave charges." He offers to remain at the Contractors' office from 10 o'clock a.m. until 4 p.m., from this date (Sunday excepted) until May 1st, and will take pleasure in going over the works with any so desiring his services and will give all the information in his power. Doubtless many of our readers will take advantage of the offer, for "seeing is believing."

WHEAT STEAMER FOR THIS PORT.

DAILY

The Quebec Mercury

FRIDAY-EVENING, APRIL 16, 1880.

Lumber prospects are said to be good
ST. CHARLES DOCKS - GRAY
CHARGES.

CALL FOR A COMMISSION OF
ENQUIRY.

To the Editor of the Mercury.

Sir:—There is a peculiar sympathy always displayed towards the "underdog in a fight" and it is I presume this innate sympathy which prompts me to address you, a few words, space enough to say to Mr. Sewell, "Do not be downhearted, there are many who have seen for themselves and know you are right, go on, for less and expose further the too apparent defects of the Harbor Works."

Spite of the report of "our reporter" (vide the Chronicle of the 15th) there are to be seen, by any one taking the trouble to go, all the defects Mr. Sewell has exposed. Where on earth (or rather ice) could he have placed himself (when he says he saw no bulging, no starting of stones and no slivers broken off)? It is a pity he did not add, "Neither did I see any of the signs of 'clinkers' or 'water-jets' that Mr. Sewell complains of."

I defy any impartial person to go to the works, place himself on the wall, opposite the schooners and take a view downwards to test the plumb, or bulging out, another view, looking individually and not see how far the line is out, and come away without also seeing the protrusion of the underlapping tiers, which Mr. S. graphically styles "clinker work." Some of this clinker work was "dubbed" away last fall to make a perfect plumb line, but even this has not been enough to hide, after one winter's exposure only, that fair rotund appearance beginning about the fifth tier up, like a barrel, save, or as Shakespeare says regarding something unmentionable here: "Walt, fat Capon lined." As for jets of water, I saw several spouts from between joints discharging a full yard out in a direct line. Some stones cannot be allowed to stay in at all, as they are pushed almost bodily out.

Speaking of the wall above the gangway towards the Gas House, the contractors admit they never thought it could stand. So quantum suff on that point.

The question naturally arises, if one winter's frost shows so plainly the defects arising from the construction and the necessary reduction by "dubbing" of the two stones, already much too small to have a good and sufficient resting bearing, to the pressure outwards of the cement backing, how many seasons of chipping off will it take to dress away the wall altogether?

The attention of the Minister of Public Works ought to be drawn to this matter, as it is one of paramount importance. To appeal to the Commissioners, a body who dare not move one jot or tittle, but who exist on snubbing from Ottawa. No, go direct to Mr. Langevin.

I do not mix myself up with any personal disputes between Mr. Sewell and Mr. Pilkington further than, to say if Mr. S. well expects the Commissioners to go against Mr. Pilkington, he will be counting without his host.

Lumber prospects are said to be good
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Speaking of the wall above the gangway towards the Gas House, the contractors admit they never thought it could stand. *Sic quantum suff* on that point.

The question naturally arises, if one winter's frost shows so plainly the defects arising from the construction and the necessary reduction by "dubbing" of the face stones, already much too small to have a good and sufficient setting, bearing, to the pressure outwards of the cement backing, how many seasons of chipping off will it take to dress away the wall altogether?

The attention of the Ministers of Public Works ought to be drawn to this matter, as it is one of paramount importance. To appeal to the Commissioners, a body who dare not move one jot or tittle, but who exist on snuffing from Ottawa. No, go direct to Mr. Langens.

I do not mix myself up with any personal disputes between Mr. Sewell and Mr. Pilkington further than to say if Mr. Sewell expects the Commissioners to go against Mr. Pilkington, he will be fighting without a host.

When Mr. Pilkington has it in his power to refuse or accept summary timber, &c., supplied by some of the Commissioners direct to contractors, he is not such a fool as to fear anything from them. And the contractors fear similarly that they are the masters, and will act as such. A Commission to enquire into these matters would not prove uninteresting to a too confiding Public.

Yours

ONE OF SEWELL'S SYMPATHISERS.
Quebec, 16th April, 1880.

M. Z.

THURSDAY, APRIL 15, 1880.

The Daily Telegraph

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NOT A STEAMER FOR THIS PORT.

Apr. 1880

Quebec
Mercury

104
SATURDAY, APRIL 17, 1880.

Official Statement.

HARBOUR WORKS, RIVER ST. CHARLES.

(To the Editor of the Morning Chronicle.)

Sir,—Having been authorized to reply to the statements contained in Mr. E. W. Sewell's letter, dated "Lavis," April 12th, untrammelled by the ordinary routine of report, I have to state that the severe winter test to which the Harbour Works, on the River St. Charles, have been subjected for the past season, has in no way damaged the permanent works, and that not one yard of work, inside the last counterfort boarding used for shaping and filling in the concrete backing, has either altered its shape or shown the slightest sign of having cracked or changed its form in any way.

A pile of stones, wintered purely for the contractors' convenience at the unfinished end of the works in progress, having only a backing of dredge material forming a temporary moine or dam, has been forced over into the channel dredged out last season by the batture, where, perhaps, 200 loose stones have now fallen in. This is the all-told damage the contractors apparently will have sustained to the already secured good masonry, in this severe climate, "with a concrete backing."

Mr. Sewell states "thousands of public money have been here wasted." I deliberately state, in reply, that not one cent has been—and so far, from the alleged deplorable condition of the works being a practical illustration of "the utter futility of attempting to secure good masonry in this severe climate, with a concrete backing," it is a perfect demonstration of the very reverse. It is one proof more if this were wanted that a good hydraulic cement concrete is a universal specific for every work involving any engineering difficulty, whether in the water or out of the water either in the foundation or in the superstructure.

No experienced engineer will deny this and only a self-sufficient wassero would presume to assert the contrary.

I have seen tons upon tons of it used in this country now and elsewhere and never know it fail. But it may be asked what right have I to speak thus "ex cathedra," why? The authority of an engineer of 30 years' standing, for 14 years of that time an accredited member of the Institution of Civil Engineers, having held two appointments under the Crown with the thankful testimonials of a good service allowance, and having been appointed here with the commendation of the present President of the Institution of Civil Engineers.

And who is Mr. Sewell? as I am informed, an unsuccessful shipbuilder, as many citizens of this country know to their cost, the contractor for that failure called the "Northern Light" a sort of amphibious wooden steamer intended for "winter navigation," but which vessel on her last trip kept the Bishop of Charlottetown 21 days getting across the

narrow Straits of Northumberland, between Prince Edward Island and Pictou, causing him to miss two mail steamers en route for Halifax in that interval. Her annual cost being \$14,000 a year, and her earnings about \$1,000, as I am informed on the best authority, and good for nothing, if removed from this entreating service "built like the Royal Bottom with three decks above and no bottom."

Last year in order to prove that concrete backing would not answer, he (Mr. Sewell) asserted that Green's Dock at Blackwall had failed through being built in this way, causing a loss of some \$500,000; when informed that it was a wall of the old East India Dock built some 50 years ago that had given way, he wrote that if it had not filled itself, yet it was the cause of the accident. Neither

count being true, this elicited the following official despatch from the Harbour Commissioners:—

"Office of Harbour Commissioners,
Quebec, Nov. 19, 1879.

(To the Editor of the Morning Chronicle.)

Sir,—With reference to certain statements lately made in the papers, intended to impugn the character, for efficiency of construction, of Green's Graving Dock at Blackwall:

"The Harbour Commissioners have authorized the publication of the following contradiction received from Messrs. Kinnip & Morris, London:—

"We should like you to make known to all Commissioners and others, the untruth of Green's Dock, which has not failed in

By order,

"A. H. VANDER,
Sect.-Treasurer.

of "winter navigation," but which
Charlottetown 21 days getting across the
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any way."

"By order,

"A. H. Vennart,

"Sect.-Treasurer.

"Nov. 20th, 1879."

This dock is one of the finest on the
Thames and has not to this date failed in any
way. One would have thought that any man
deserving intelligence and possessing a cer-
tain amount of right feeling would have made
amends for having thus recklessly in-
jured men who had never damaged him a
cent in their lives, but this is not Mr. E. W.

Falling in the above he tries again, "fail-
ing in the above failure," a well known poet
"destroy its web wherever you can,
creature's at its dirty work again."

Mr. Sewell next says, "the En-
gineers had made the great mistake
proposing to build a second entrance cost-
ing some \$24,000 to the Graving Dock."

This is a fine specimen of Mr. Sewell's style
of *ad captandum* writing. Their specifica-
tion states "a Graving Dock with a second
entrance at head or a circular head" both of
which the plans show, the chosen being 1 ft
the authorities here, and an absolute
mistake was made at first of the second en-
trance; so much so that the circular head
was struck out of the present contract, and

It was changed on a vote of the
Board, to the alternative originally proposed
by the engineers. But Mr. Sewell leaves the
impression to suppose that a saving was effected
of \$24,000; a gross misstatement; the differ-
ence in cost is only about \$3,000, and one of
the tenders showed a difference only of \$2,
000, and one Dennis O'Brien made the cir-
cular head dearer by \$2,000. Where then is
the saving?

This the Resident Engineer, so says Mr.
Sewell, opposed in a most strenuous manner.
Why? In order to uphold the contract
against any effort to knock a hole in it—
when the saving was so small as not to be
worth anything as shown above. And why
further? Because that was the way to
lengthen the dock, with the least possible
trouble, 400 feet more if required for short
vessels, into which a 600 feet length of ship
could have been docked had her draught of
water permitted it, without making the
pumping out of the length of an extra long
dock a charge upon every small ship that re-
quired to go in. Where then is the great
mistake?

But what about the genius that coolly
proposed to build a dock without a head to it
at all. "I then suggested (says Mr. Sewell
speaking of himself) that it would be most
desirable not to finish the head," quite true
he said so; but imagine my suppressed
laughter, decapitate it in effect, take to the
bare rock with their fissured formation and
their land prisms, capital idea, as clear as
his bright notion of last season to pump the
surface water through the arterial drains,
when it would run off itself if allowed to do
so.

Mr. Sewell received no second to his sug-
gestions because the engineers were the re-
sponsible men, and when it came to a deci-
sion between the two, the engineers or Mr.
Sewell, the Commissioners took the wise
course of holding every one to his contract
in the interest of their trust.

I have, etc.,

W. FREDERICK PHILLIPS,

Resident Engineer.

Resident Engineer's Office,
April 16th, 1880.

No 3

FRIDAY, APRIL 16, 1880.

The Daily Telegraph

QUEBEC, FRIDAY, APRIL 16, 1880.

IN RE RIVER ST. CHARLES' WORKS.

To the Editor of the DAILY TELEGRAPH.

SIR,—Having treated of the masonry connected with the River St. Charles works in my last, I will now in the interest of the public draw attention to the woodwork connected therewith. Any person visiting these works at low tide, will perceive that the wood work upon which the stone wall has been built, extends some four feet above low tide mark, and that from the ballast wharf running west this wood work has a much greater batter than that portion of the wall, formed of stone thus giving a bulged appearance to the crib work, making it appear as if forced out by the pressure of the superstructure of stone and concrete,—why this unsightly and unpardonable state of things? It is an excruciatingly unmechanical looking job at the best, and is about the worst feature which has as yet declared itself in these important works, for the following reasons, viz.: Firstly, it was a very great mistake to allow any portion of the crib-work to appear above low-water mark, from the fact that had it been kept immersed, it would have been rendered *imperishable*, a very necessary qualification, when it is borne in mind that this crib-work is the very key of the whole structure, being nothing more or less than the *foundation of the stone wall*. There are two elements combining to destroy this work; exposure to the atmosphere, and a grinding or fraying of the timbers by ice, which latter is very considerable, as may be seen by inspecting the work, when it will be seen, that the timber is already much broomed, and split. Then again, it is bad engineering to have so formed the foundation (for this immense mass of masonry) that its downward pressure is not in a linear or parallel direction with the face of the several tiers of timber *above low-tide mark*. Again I ask, how comes this bungling? The contractors, one and all, are gentlemen of the highest talent; our fellow-townsmen, the Messrs. Peters, are known to be men who cannot do bad work, ranking first amongst our mechanics, while all those who have met Colonel Moore feel that Quebec has been most fortunate in procuring the services of one who is so full of resources and mechanical skill; any one one knowing these gentlemen cannot be otherwise than convinced that they could not possibly be guilty of perpetrating the great mistakes so obvious in these works. Let us assume for argument's sake, that they were guilty of the first mistake which led to all this inefficient work, what is the Resident Engineer paid for, if not his duty to see that the work is properly carried out according to plan and specification. Why did not the Resident Engineer inform the Board officially of this very grave mistake,—why did he take upon himself to keep it so religiously from the Board and place them in a false position with the public to-day? The fact of the mistake emanating from the Resident Engineer himself was no reason for such conduct. Had the operation of floating this portion of the work for the purpose of resinking it in line been considered too costly, any person imbued with even so small a portion of common sense would have at once decided upon the lesser evil of continuing the work as commenced, clear up to coping level, and allowed what was merely an eye sore to stand. A much better alternative than to attempt the *obliteration of a mistake* at the expense of the work. Let us now leave this sore spot and continue westward till we reach that part of the works known as the Wet Dock (next to the Tidal Basin). Here we have a number of small cribs reaching up to the Gas Company's wharf, they are but eight feet wide; sheet piling had been driven down to the required depth close alongside of these cribs which are intended as a foundation for this immense mass of masonry

the timber is already much broomed, and split. Then again, it is bad engineering to have so formed the foundation (for this immense mass of masonry) that its downward pressure is not in a linear or parallel direction with the face of the several tiers of timber *above low-tide mark*. Again I ask, how comes this bungling? The contractors, one and all, are gentlemen of the highest talent; our fellow-townsmen, the Messrs. Peters, are known to be men who cannot do bad work, ranking first amongst our mechanics, while all those who have met Colonel Moore feel that Quebec has been most fortunate in procuring the services of one who is so full of resources and mechanical skill; any one one knowing these gentlemen cannot be otherwise than convinced that they could not possibly be guilty of perpetrating the great mistakes so obvious in these works. Let us assume for argument's sake, that they were guilty of the first mistake which led to all this inefficient work, what is the Resident Engineer paid for, if not his duty to see that the work is properly carried out according to plan and specification. Why did not the Resident Engineer inform the Board officially of this very grave mistake,—why did he take upon himself to keep it so religiously from the Board and place them in a false position with the public to-day? The fact of the mistake emanating from the Resident Engineer himself was no reason for such conduct. Had the operation of floating this portion of the work for the purpose of resinking it in line been considered too costly, any person imbued with even so small a portion of common sense would have at once decided upon the lesser evil of continuing the work as commenced, clear up to coping level, and allowed what was merely an eye sore to stand. A much better alternative than to attempt the *obliteration of a mistake* at the expense of the work. Let us now leave this sore spot and continue westward till we reach that part of the works known as the Wet Dock (next to the Tidal Basin). Here we have a number of small cribs reaching up to the Gas Company's wharf, they are but eight feet wide; sheet piling had been driven down to the required depth close alongside of these cribs which are intended as a foundation for this immense mass of masonry some twenty feet in height and half a mile long; to make matters worse, as if there had been some misgiving as to the solidity of this foundation, the sheet piling has been connected to the cribs by twenty-seven large iron bolts passing through the whole, their heads and washers being scored into the timber about a quarter or three-eighths of an inch. Here again as may be seen by inspection the fraying or grinding action of the ice is such that before the works are completed many of these bolts will be protruding from the work to the destruction of the side of any vessel laying alongside. In to-day's *Chronicle* appears an editorial offering me a back door to creep out of, I have never been in the habit of doing so and do not feel inclined

to do so now; I again reiterate all I have stated with regard to the works, and strongly advise the public not to mind *Morning Chronicle* reporter's statements about matter they know nothing about. Go and see the works at low tide, do not mind Mr. Vincent Brown or any of those who are only too anxious to hide matters, go and take an unprejudiced look at the work, run over in your mind what you have seen done by *Jack Frost* after a short four months of his slow, insidious, but sure work, then ask yourself where will these works be in five years? Referring to my last Mr. Editor my attention has been drawn to the fact that I have made it appear as if the whole Commission were anxious to prevent the doing away with concrete backing; nothing was further from my thoughts as there are many gentlemen composing the Board in whom I have the greatest confidence and who I feel will act strictly in the interests of the work.

Yours truly,
E. W. SEWELL.

N.B.—Your communicant B. must be one of those bummers invariably made use of by a certain class. He stultifies himself by telling us that "a few stones have been displaced," and in the next moment states that "not the slightest foundation exists for Mr. Sewell's charges," he has also been guilty of the *lucheta* of casting aspersions anonymously.

E.W.S.

Levis, April 15, 1880.

GRAPH.

PRICE ONE CENT

REQUISITION.

D.D.S.	Paul Turcotte,
John Provan,	James Loughran,
Chas Lemieux, M.D.	W B Jones,
Owen Murphy,	I Shapera,
Alex'dre Chauveau,	Alex Thom,
Joseph Hamel,	A Goldstein, per
Jos G Bosse,	W G,
W. Marsden, AM MD,	M. Pourtier,
William Home,	A Watters,
H McHugh,	F N Garant,
H J McHugh,	W H Medley,
H F. Marcou,	Thos Andrews,
H L Langevin,	Jas R Kane,
Chas Bailairgo,	L P. Vallee,
James Maguire,	Juo Y Welch,
P W McKnight,	J Williams,
G C Hossack,	Chs Langelier,
E G Cannon,	W G Sheppard,
F Huot,	J W Henry,
Jos Bouchette,	A Lavigne,
Thos Morkill,	S J Shaw & Co.,
S S Rivard,	J E Livernois,
E Tache,	P Valliere,
John Darlington,	P Malouin,
Leger Brousseau,	Charles Fitzpatrick,
E C Barrow,	Arch Campbell,
William Lee,	Suzor & Tessier,
James C Paterson,	L J C Fiset,
Mrs Geo Thompson,	J Richard,
George R Renfrow,	C Alleyn,
Thos Poston,	J F Campeaur,
M. Hogan,	Ph J Jolicœur,
Mary Poston, per	J Gale,
William Poston,	Geo. Vensey,
G Amyot,	J Dunbar,
Ed C E Gauthier,	A Cote,
A Rowand, M.D.,	P Garneau,
L Lefebvre,	U Leger,
H LaRue, M.D.,	D Robertson,
J McKee,	J T Harrower,
Beland, Garneau	M W Baby,
& Cie,	H J B Chouinard,
J Vernier,	M Harris,
W H Hatch,	W C Languedoc,
Eug Torcapel,	
Alex Bourque,	

And numerous others.

REPLY.

GENTLEMEN, — The kind and very influentially signed Requisition with which you have presented me, is very flattering, and more than repays me for whatever services I may have been enabled to render during my term of office as Councillor for St. Lewis Ward. Such a testimony of your esteem, at the expiration of six years tenure of office, including as it does the approbation of the leading electors of this important Ward, cannot but be deeply gratifying to me. I thank you cordially for this renewed expression of your confidence, and in acceding to your request to again become a candidate for re-election, would state that if returned to represent you for another term in the Municipal Council, I shall continue in the same path as heretofore, of unswerving fidelity to the interests of the City and of St. Lewis Ward in particular. It will always be my aim to assist in carrying out the wishes of the citizens in any scheme of civic reform, whether with a view to improve the present system of Municipal Government or otherwise, and my ambition, to retain that confidence, in my integrity and independence, on the part of my fellow citizens, of which you have just afforded me so signal a proof.

Your obedient servant,

WILLIS RUSSELL.

April 9, 1880.

84-3p

ENGLISH STEAM DYE WORKS,

No. 7 St. George St.

J. M. Tucker returns his sincere thanks to the inhabitants of Quebec for the support he has received since his commencement in business in this city and informs them that he is about to leave Quebec on or before the 1st of May next. All persons having goods at this Establishment are requested to fetch them away, otherwise they will be sold to defray Expenses

Mary Poston, per J Gale.
 William Poston, Geo. Vensey,
 G Amyot, J Dunbar,
 Ed C E Gauthier, A Cote,
 A Rowand, M.D., P Garneau,
 L Lefebvre, O Leger,
 H LaRue, M.D., D Robertson,
 J McKee, J T Harrower,
 Beland, Garneau M W Baby,
 & Cie, H J J B Chouinard,
 J Vernier, M Harris,
 W H Hatch, W C Languedoc,
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J. M. TUCKER.

April 14, 1880.

OS

TELEGRAPH

RE AND COMMERCE

16. 1880

GOVERNMENT RAILWAY.

WESTERN DIVISION.

Q. M. O. AND O. RAILWAY

SHORTEST AND MOST DIRECT ROUTE TO OTTAWA.

ON and after MONDAY, January 12. Trains will leave HOCHELAGA DEPOT as follows:—

	A.M.	P.M.
Express Trains for Hull, at.....	9.30 and 4.30	
Arrive at Hull at 2.00 p.m. and 8.00		
" Ayimer at 3.35 p.m. and 9.35		
	A.M.	P.M.
Express Trains from Ayimer, at.....	8.15 and 3.35	
" Hull, at.....	9.20 and 4.40	
Arrive at Hochelaga at 1.50 p.m. and 8.50		
Train for St. Jerome at.....	5.00 p.m.	
Train from St. Jerome at.....	7.00 a.m.	

Trains leave Mile-End Station ten minutes later.

MAGNIFICENT PALACE CARS ON ALL PASSENGER TRAINS.

General Office, 11, Place d'Armes Square.

STARNES, LEVE & ALDEN,

Office—202 St. James and 158 Notre Dame Streets.

Gen'l Superintendent Western Division.

C. A. STARK,

Gen'l Freight and Passenger Agent.

Jan. 14, 1880.

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