NOTICE.

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Proprietor and Editor.

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The Watchman.

ST. JOHN, N. B., SATURDAY, MAY 22, 1875.

MR. CHARLES BURPEE, M. P., AND THE BURPEE INTEREST.

In The Watchman of the 8th instant there appeared the following:—

> The Burpee Interest.—An article from the Toronto *Mail*, which appears in another column, scarcely does justice to the Hon. Isaac Burpee, Minister of Customs. The danger to the country does not arise so much from any transactions in which Mr. Burpee or Mr. Burpee's St. John firm is personally interested, nor it is just to charge him with any connection with such contracts as that for the Elgin Branch Railway. The real danger lies in the fact that Mr. Burpee is—as the *Mail* more correctly states in the same article—"the head of a clique," which is partly "family" but largely railroad,—a clique with very extensive ramifications, some of them not being identical with the good of the country. The "Burpee Interest" is a brief, and better, description of an institution which seems thoroughly organized, is utterly unprincipled, and has grown to dimensions that must soon render its destruction imperative, in the public interests. It was an offshoot of the Burpee Interest that recently seized on the Ordnance Lands in Fredericton, a transaction so strongly condemned by the St. John *Globe*, a government paper. It was the Burpee Interest that slighted the railway contract with the P. E. Island Government, the deviations (as shown by an official report published in the *Freeman*, another government paper), representing a very large sum in the pockets of the contractors. It was to aid the Burpee Interest that legislation was secured by which the Pictou Branch Railway, owned by the people of Canada, and worth several millions, is to be given as a bonus to the parties who wish to build a railway east from New Glasgow,—the parties, of course, being Burpee & Schrieber. It is for the profit of the Burpee Interest that Mr. Schrieber, a salaried railway official of the Government of Canada, became virtually a contractor under the Government and contracted for works to be owned and operated by the Government, holding at the time the power of ruining any contractor on the Inter-Colonial who might have the temerity to interfere by act or suggestion with anything which Mr. Schrieber might do or dare. It is for the Burpee Interest that the proposal to hand over the St. John and Shediac Railway to private speculators has been agitated at various times; and it is clearly for the great gain of the Burpee Interest that Parliament is stocked with members of the clique, both in the Senate and the Commons, until the country is sick and tired of the most thorough, unscrupulous and pertinacious Family Compact it has ever seen. There can be little doubt that the end of this hydra-headed political, railroading arrangement, of which the Minister of Customs is the fitting representative in the Government of Canada, is rapidly approaching. When there are no more Dominion railroads to be appropriated by Burpee & Schrieber, and Mr. Isaac Burpee gets installed in Government House, Fredericton, and Mr. Charles Burpee is shelved for the remainder of his days in the dignities of the Senate Chamber, and River du Loup Railway stockholders have been induced to provide salaried sinecures for one or two other members of the Burpee Interest, and Mr. Pickard is appointed Postmaster of Fredericton, there will probably be a collapse of the combination which now rides the country like the night-mare. It is better the country should pay even such a price, if only the end may come quickly.

This little article appears to have attracted a good deal of attention, considering the statement of partisans of the Burpee Interest to the effect that there's nothing in it. The *Telegraph* sought to wipe it out by a side wind, such as calling it "The Slanders about the Burpee Interest." The *News*, at different dates, has devoted several columns of twaddle to it. The *Globe* nibbled at it. The *Freeman*, while affecting to condemn it, reproduces most of the article, chuckles somewhat over it, advises Mr. Isaac Burpee how to treat it, censures Mr. Charles Burpee for replying to it, and manages generally to make a good deal of fuss about it and to call public attention to the facts contained in it and other articles of a similar kind in The Watchman. Mr. Charles Burpee, M. P. for Sunbury, himself entered the lists in defence of the Burpee Interest, and a letter in the *Telegraph* told us very little of what he knew, and declared his ignorance of a great deal that he ought to have known and which he is generally credited with knowing. For such a knowing politician, one who is believed to be at the bottom of so many little schemes, we must admit that Mr. Charles Burpee, M. P. for Sunbury, know less than any man, similarly circumstanced, of whom we have any knowledge. He thus summarizes the contents of our little article:—

> "But this writer proceeds to make statements equally as absurd and false as those published in the Toronto *Mail*. The substance of which statements is, that the Minister of Customs is the head of a family and railroad clique, thoroughly organized, utterly unprincipled, and dangerous to the public interest. He states that it was for a branch of this "Burpee Interest" that the Ordnance Lands were seized in Fredericton. It was this interest which "slighted" the Prince Edward Island Railroad, putting money into the pockets of the contractors. It was, he states, in this "interest" that legislation was had to hand over the Pictou Branch Railroad as a bonus to contractors to build a branch east of New Glasgow. It was, he alleges, for the profit of this interest, that Mr. Schrieber, a salaried official of the Government, became virtually a contractor under the Government. And it was for this "Burpee Interest" that the proposal to hand over the Shediac Railroad to private speculators at various times was agitated; and, lastly, it was, he states, for this interest Parliament has been packed with members of this clique.
>
> I have no hesitation, and do unreservedly denounce the whole of those statements published in the *Watchman*, so far as *they relate to any Burpee combination, interest or advantage*, as utterly false and without the slightest particle of foundation."

Mr. Burpee denies something but he does not deny everything He can not deny that the Burpee Interest, through some of its members, represented in the Fredericton Branch Railway, sought to get the Ordnance Lands at private sale from the Government,—for this is a matter of public notoriety and exposure. He can not deny the arrangements in regard to the Pictou Branch Railway, for the benefit of the members of the Interest who have to do with the New Glasgow and Canso railway contract; that also is matter of public notoriety. He can not deny what has occurred in Prince Edward Island, since this has engaged the attention of two Governments, the leading railway men of Canada and the public generally. What then is it that he does deny? Why simply that these measures were for the benefit of a "combination!" He wishes to be understood as not regarding these several enterprises as undertaken in the interest of a "combination."

Mr. Charles Burpee doesn't repudiate our assumption that the Minister of Customs has an eye on Government House.

He doesn't deny that he, himself, is looking to the Senate. (The point made in the *Globe* was that he would not be *Senator Robertson's successor.*)

He does not deny that River du Loup railway revenues are looked to to provide sinecures for members of the Burpee Interest.

Nor does he deny that Mr. Pickard is in the line of the succession to the Fredericton Post Office.

Now here are at least four points to which Mr. Charles Burpee makes not the slightest reference; assumptions, or, if he prefers the term, "insinuations," which he does not deny. Yet this portion of our article was fitted and intended to leave the impression that, highly favored as the Burpee Interest has been at the hands of different Governments and Legislatures, it does not propose to depart political life until its members have appropriated several of the best offices in the gift of the Government, and otherwise turned to private account positions given to them by the public to be employed for public purposes. How easy it would have been for Mr. Charles Burpee to have "denied" any or all of these particulars; to have given the public the assurance, at least on his own behalf, that he has no intention of adding a third member to the Burpee connexion in the Senate. Further than this he could not go, perhaps, as he can not speak for others than himself, though when it is so easy to "deny" statements wholesale in which one has no interest and of which he has no knowledge, he might as well have gone the full figure! He has not chosen to do so. Nor does Mr. Isaac Burpee deny the "insinuations." Nor does Mr. Pickard, or any other party in interest. We leave the public to draw its own inferences, merely predicting that unless deterred by the very strong feeling recently aroused by the grasping tendencies of the Burpee Interest, each and all of our assumptions will turn out to be correct,—and it will take a strong public feeling, and a unanimous feeling, to prevent the consummation of what we have foreshadowed. Having shown what Mr. Charles Burpee does *not* deny, we proceed to deal with what he *has* denied. He thus writes:—

> I will state, for the benefit of any person that might be misled by the Watchman, what I think the writer well knows himself, that there is not and never was any such combination as he represents; that the parties referred to by him in the House of Commons, never did combine for the purpose of influencing the Government or Parliament, or any member of the Government or Parliament, on any of the projects or enterprises named by the Watchman, or any other matter; nor have they acted together in Parliament to any greater extent than other New Brunswick M. P.'s have; nor have they ever in any way or manner combined to use their influence in any way for the advancement of any enterprise in the interest of E. R. Burpee or Mr. Schrieber, or any other party in company.
>
> I also state, once for all, that I have not and never had any interest politically or financially, directly or indirectly, in the getting of the Ordnance land, the Pictou Branch Railroad, the Prince Edward Island contract, or the purchase or sale of the Shediac railroad to a private company, or in any way with the position of Mr. Schrieber (a gentleman whom I never met but once, and never exchanged a dozen words with in my life) as Government official or contractor; or with influencing the Government or Legislature or any other party in reference to any of these projects, nor was I ever asked to do so by either E. R. Burpee or Mr. Schrieber, nor any other party whatever.

We ask the reader, after he has run through Mr. Burpee's denial, to go back and read our statement of the 8th, and see for himself how far Mr. Burpee meets our statement, and to what extent he is substituting a case of his own,—putting up his man of straw to knock it down at pleasure. The main features of our statement are ingeniously evaded, and Mr. Burpee harps upon the term "combination." But we do not hesitate to take the case as he has prepared it, and examine it. Supposing every allegation or denial in his statement to be true,—and some of them we shall put through the crucible of "leading questions,"—what do the whole amount to? Does it follow that Mr. Charles Burpee is not part and parcel of the Burpee Interest, which has profitted by contracts and jobbery? Did he not profit by contracts on Western Extension, secured to him by the Burpee Interest? And, then, he won't deny that he expects to be made a Senator. Why, he can't expect everything. For a man who declares he has done so very little to help the others, he is likely to fare pretty well if he gets a Senatorship for the remainder of his life. But, after all, what does his statement amount to as regards the other members of the Burpee Interest? Just nothing at all. He speaks merely for himself. He can't answer for anybody else. But, bold as are his denials, even here he won't deny that members of the Interest—they are not all in Parliament, fortunately,—would have profitted by the job that came so near being successful in connection with the Fredericton Ordnance Lands. He won't deny that by deviations from the contract for the P. E. Island Railway, the Dominion receives and must maintain a road less valuable by nearly a hundred thousand dollars than at first contemplated, the immense difference going into the pockets of members of the Burpee Interest,—contractors who had so many friends in the Government and Parliament that to have created a difficulty over the changes in the road would have been time wasted. He does not deny that the gift of the Pictou Branch Railway, worth several millions, is a great boon to members of the Burpee Interest; nor will he deny, when interrogated, that Mr. Annand and members of the Nova Scotia Government were at the bottom of the intrigue which gave the contract for the New Glasgow and Canso road, with the Pictou Branch thrown in, to members of the Burpee Interest; that Mr. Annand was charged with accepting a huge consideration for his services in this connexion; and that Mr. Annand, while now going to England nominally in an official capacity, is really the delegate of the New Glasgow contractors, who desire to raise funds in England through his efforts, aided by the official position which he is supposed to represent.

What Mr. Burpee undertakes to deny is, that there is a "combination" of members of the Burpee Interest in the Parliament who "combine" to influence legislation or the Government. This is merely one of Mr. Burpee's peculiar ways of getting over a difficulty. The Watchman never charged that these gentlemen "combined" on the floors of Parliament, as the Laborers' Society would combine, or as stock brokers might combine to rig the market. We spoke of the Burpee Interest as a whole, as a "combination," some being in Parliament, others out of it. Each member works in the field and in the way that best suits himself, and for which his talents best adapt him, the result of their movements being political honors and pecuniary advantages. In the first Parliament of the Dominion, those of the Interest who held seats there ranged themselves on both sides of the house; had friends in both the political camps; knew everything that was going on both within the Government and within the Opposition, and acted as best promoted their own interests. When the time came to "combine" openly they so "combined;" and the result was that one of their number, Mr. Isaac Burpee, was pitchforked into the Government, as the representative of the Burpee Interest. Mr. Charles Burpee declares that "the parties referred to never did combine for the purpose of influencing the Government." If this is so, we ask him what influence brought about the selection of Mr. Isaac Burpee as a member of the Reform Cabinet, instead of Mr. Anglin? Was it Mr. Isaac Burpee's devotion to "Reform" interests in Opposition? He had always supported Sir John A. McDonald's Government. Was it lengthened Parliamentary experience? Was it his great administrative ability, or political knowledge, or his oratorical and debating power? The public will smile at the several suggestions! In all these respects Mr. Anglin was infinitely his superior; he stood head and shoulders above the representative of the Burpee Interest. Is it not a matter of public notoriety that the Burpee Interest in Parliament "combined" against Mr. Anglin and insisted on Mr. Isaac Burpee being the man to enter the Reform Cabinet with Mr. Smith, as Minister from New Brunswick, although Mr. Smith's preferences were for Mr. Anglin? It is due to the rank and file of the Reform Party, at least, that Mr. Charles Burpee, since he claims to speak for the Interest, should treat this question frankly and fully, if he would do away with the impression prevalent in the Party that Mr. Anglin was crowded out to make room for a member of the Burpee Interest, for a gentleman who possessed not the first qualification for a seat in the Cabinet, whatever respect many might have entertained for him as a private member or a private citizen.

Mr. Charles Burpee intimates that the Watchman wishes to "alarm" the country in regard to the operations of the Burpee Interest, which is precisely what we desire to do, and what, we are confident, we shall succeed in doing. We believe, for we know, the representatives of this Interest to be thoroughly corrupt, politically. The expenditures in St. John for the corruption of the electors in Mr. Isaac Burpee's elections, were on a frightful scale. Nothing like them had ever been heard of in this constituency, and, we trust, we shall never hear of their like again in any constituency. The Interest seemed to believe in the principle that the electors were to be bought, from the highest to the lowest, and they acted up to it, debauching the constituency after a fashion that even Walpole or a Major Walker might have envied. Not content with their efforts at bribery in St. John, their corruption fund overflowed into King's County, and it is believed their money even reached Albert County, other forms of electoral purity operating in Sunbury, which, for several elections, has been credited with being a hot-bed of intrigue. Aside from these evidences of corrupt purposes, there is evidence also of the hollow mockery of their advocacy of "Reform" principles in the fact that their representative in the Cabinet only became a "Reformer" when the way to a seat in the Cabinet seemed open to him. Within a very short time he was an active ally of the Conservatives—and a zealous "Reformer;" the supporter of "John A.'s" Government,—and the denouncer of "John A.'s" Government; a corrupter in St. John,—the denouncer of corruption at Ottawa; a man who attempted to buy up constituencies in New Brunswick,—but who couldn't stand "John A.'s" call for "another ten thousand;" one who blamed the late Government for endeavoring by the ordinary means known to politicians to sustain themselves in power,—and himself encouraging every possible means and some disreputable methods of attaining and retaining power; one who is a terribly earnest Non-Sectarian School man, a great contender for Provincial rights, when at home,—but one of the backers of a resolution imploring the Queen to aid in changing the legislation of New Brunswick, on this same question! When to these facts we add that the Burpee Interest is "operating" in Nova Scotia, has been "operating" in Prince Edward Island, is mixing itself up in every possible way with "schemes" of one kind or another in New Brunswick constituencies:—when we recall how the schemes of the Interest have thrived, while several of its members who have had seats in Parliament, acted with both sides of the House, which is the most effective method of preventing criticism of such of their schemes as might be brought before Parliament for investigation:—when we remind our readers how many seats in both branches of Parliament are held by members and relatives of this Family Compact, we have probably said enough to show that there are good, substantial reasons for the existence of a certain feeling of "alarm"—good reasons for desiring something different in the *personel* of our legislators, from this ever intruding, ever grasping Burpee Interest. If this Family Compact, Railroad arrangement is the best representation we can have in Parliament, by all means let us have more of it. If it is such a good thing, we can't have too much of it. We incline, however, very strongly to the opinion that the time is coming when one fourth the total representation of this Province in both branches of Parliament, need not be confined to any Family Compact; when the talent and independence of the country will assert itself above the wishes and ambitions of any clique; and when the cunning and manœuvring of any selfish Interest must give way for something more patriotic and better calculated to subserve the public interests.

These are a few of the considerations which Mr. Burpee's letter suggests: the length to which this article has extended prevents further comment in this issue, and we close for the present with the request to our readers to give our little article headed "The Burpee Interest" a fresh perusal, when they will be satisfied that not one important statement contained therein has been specifically *denied*, much less refuted, by Mr. Charles Burpee.

A DEMORALIZED PARTY.

As far as New Brunswick is concerned, the Reform Party is utterly demoralized. The newspapers hate each other intensely, and differ on every question of public moment or Governmental policy. The leaders detest each other quite as heartily, and the rank and file are hard at work trying to shoulder each other out of the camp as "intruders." In Nova Scotia, symptoms of demoralization are quite as marked, if not even more apparent. Every railroad constituency is as good as lost to the Government, and weak men are kept in office because no influential constituency can now be carried by a Government man. In Quebec there has been a tremendous reaction. Every leading Rouge in the Government is seeking a safe refuge from the wrath to come. Mr. Dorion was the first to escape into a Judgeship. Mr. Fournier "follows suit," taking a Judgeship also. Mr. Geoffrion only awaits the first convenient opportunity to do the same. Mr. Huntington, protesting his innocence of the charges involved in the Mining Company suits, nevertheless insists upon resigning, being a wary rat that can scent danger very keenly. "Rouge" priests have turned to be "Conservative," and after all the trimming and knuckling of the Rouge Party to the clerical element, they have at last made up their mind that they are on the eve of extinction as a Party. In fact, "all is lost" in Quebec. In Ontario the reaction is scarcely less surprising. The Local Elections show that in spite of the Pacific Scandal cry,—in spite of the powerful influences employed by both the Dominion and Ontario Governments,—despite bribery in all its forms, and the most humiliating tacking and dodging on the part of the Grits both in Parliament and the Local Legislature, about as many votes were polled for the Conservatives as for the Grits. Since then have come serious divisions in the Grit ranks, losses of prestige and character, losses of several seats, reverses in Parliament, and losses of influential supporters, and, worse than all, the enunciation in Parliament of a policy calculated to embarrass the Party very seriously. Mr. Scott, of the Dominion Government, an Ontario politician, is anxious for retirement; and Mr. D. A. Macdonald, of Glengarry, having lost the control of his constituency, hastens to throw up the office of Postmaster General to secure the Governorship of Ontario. Here are four men, only two years in office, among the leaders of a falsely supposed all-powerful party, rushing from the highest positions in the Government, and rushing simultaneously! What can be the matter? Is patriotism played out? Is the public service, as represented in Mr. Mackenzie's Government, odious rather than honorable? Or do these men,—who came in to "elevate the standard of public morality,"—who were to give the world conspicuous examples of life-long devotion to public duties, before which the examples of John A. Macdonald, Campbell, Tilley and others should pale—who were above accepting Governorships and such paltry trifles,—find the power passing from their hands, and are they only too glad to clutch at the first office that offers? We incline to the latter opinion, both with respect to the patriots from Quebec and the still more exalted patriots from Ontario. They need no prophet to interpret the hand-writing on the walls. They see Ontario and Quebec "going back" on Grit rule, and they know the Maritime Provinces only want the opportunity to give expression to their utter repudiation of such rule as they have suffered under for the past two years.

The Caraquet Trials can not come on before the 20th June at the earliest. The Court will probably be held at or about that date, and it is understood that either the Chief Justice or Judge Allen will preside, probably the former. No doubt, the prosecution will be conducted by the Attorney General in person, and it is understood that S. R. Thomson and Peter A. Landry, Esquires, are retained for the defence. Mr. Duff's name has been mentioned, as well as Mr. Chapleau's, in connexion with the defence, but the appearance of the last named gentleman is regarded as more than doubtful.

We do not re-print the Chicago *Tribune's* article on Mrs. Tilton, to endorse everything it contains. Indeed, we differ widely from the *Tribune's* estimate of Mr. Beecher's position in the affair, and also from its estimate of Mr. Tilton, whom we believe to be one of the meanest men of whom we have read or heard. Our object is rather to convey some idea of the extreme cruelty with which Mrs. Tilton finds herself treated, among all parties, and to give publicity to one of the few articles sympathizing with that lady that have appeared in United States journals.

THE BRYDGES POLICY IN FULL PLAY.

We recently called public attention to the fact that whereas Mr. Norris Best had offered, by tender, to supply first class axles for the Intercolonial Railway at three and one half cents per lb., and James Harris & Co. had tendered at four cents, the contract was awarded by Mr. Brydges to a Montreal friend at four and a quarter cts. per lb. The Government local journals were at the time aware of the facts, but not then or since did they make the slightest reference to the subject. They were also aware of the correspondence which had been going on between Mr. Deveber, properly representing his constituents in this matter, and the Premier, but not the slightest assistance have the Government journals rendered Mr. Deveber, although in a position to strengthen the member's hands in obtaining justice for his constituents. What all here should seek, regardless of party politics, is fair play to this section of the Dominion in all cases where supplies, contracts, etc., are put up to public competition, as in the more weighty matters of equitable taxation and influential representation in the Government; and it is therefore to be regretted that journals friendly to the Government do not always throw their influence into the right scale. Since our reference to the Axle contract, the *Telegraph* has been obliged to call attention to still more glaring specimens of favoritism:—

> It was rumored, yesterday, we hope incorrectly, that at least half a dozen locomotives belonging to the Intercolonial Railroad, were about to be shipped to some point in the United States, popular report said Portland, in order to be cut down to suit the standard continental gauge of 4 feet 8½ inches. The report seemed incredible, yet was very stoutly supported by persons who referred to the preparations made for removing the locomotives to Carleton and shipping them by rail to Portland. As we have close to the railroad, Fleming & Sons, at which some of our very best locomotives were built, we should think it very strange, and indeed altogether unpardonable, if this work were not first offered to the Messrs. Fleming, whether they had to tender for it, or however the bargain for it might be made. It seemed strange some time ago, that no tenders for thirty or forty locomotives required for the Government, were asked here; that, on the contrary, the locomotives were all, or nearly all, made in the United States. The reason assigned for this was the low price, but we believe that the locomotives received are quite as low in character as in price, and we venture to affirm that if reasonable notice be given for the execution of such an order, as good work can be done here as in the United States, and at quite as low rates. The sending away of locomotives to be cut down would be even a greater grievance than the other. It is certain that no arrangements have been made for doing the work here; equally certain that it must be promptly done, as the time is fixed for the change of gauge. Who, then, is to do the work, or where is it to be done? Our representatives in the Government of Canada—our representatives in the House of Commons—without respect to party, should find out the proper answer to these questions, and let the public know what they are.

It is all very well to lock the stable after the steed is stolen—the simile, by the way, is *not* original! Everybody who knew anything of Mr. Brydges' Grand Trunk career knew what his railway "reforms" in this quarter would amount to. All were convinced of the real meaning of his mission. Mr. Carvell, the Superintendent, was killed off, and a Brydges man put in his place. Efforts were also made to drive out Mr. Whitney, who had to do with the locomotive works, that some appointee of Mr. Brydges might be installed in his position. The ordering of supplies was changed, Mr. Brydges getting "full swing" in this particular. These, with the tariff abortions, constitute Mr. Brydges' "reforms." We have the result! Mr. Brydges orders Pullman Cars from his friends on their own terms; gives Axle Contracts to his friends, at expensive figures; orders scores of Locomotives without giving machinists on the spot a chance to tender for one of them; and even has the effrontery to send locomotives for repair or change, past St. John, Moncton and Halifax machine shops, without offering the work to tender here, through to United States shops, at great extra expense,—the freight to Portland and back, with other charges, alone amounting to several hundred dollars on each locomotive sent out of Canada to be cut down! This is the work of a Government which could not find words strong enough to describe the Heaven inspired morality, the delightful economy, the patriotic spirit, with which it purposed to administer the public affairs of a previously misgoverned country! There is no denying that Mr. Brydges is a fair type of the tyranny, the greed, and the contempt for public opinion and the public interests which have been only too characteristic of the Grit Government that rules Canada after having lost the confidence of its people. Mr. Brydges' Policy is the Mackenzie Policy, and the Mackenzie Policy, which is the essence of unfairness and injustice, is the Policy of all his colleagues, who really have no policy differing from their leader. It is the Brydges Policy that is now triumphant throughout Canada and against which every patriot, every elector, every man who appreciates right and fair play and hates injustice and government rings, should nerve himself to do his utmost in the struggle that is imminent.

SEWERAGE AND WATER FOR ST. JOHN.

Arrangements are being made by the Commissioners of Sewerage and Water for making considerable extensions during the coming season, or as soon as the necessary preliminaries can be perfected therefor.

The sewerage work contemplated will, when completed, add about 18,000 feet to the sewers already built by the Commissioners, and will be made chiefly of 12 and 15 inch stoneware pipe. The streets in which it is proposed to lay the new sewers are Waterloo, Princess, Union, Charlotte, Smyth, King, Prince William, St. James, Britain, Germain, Horsfield and Dorchester Streets, the South side of King Square, Wellington Row, and the extension to low water of the Market Slip Sewer.

When this work is completed the most densley settled parts of our city will be furnished with first class sewers; but if no more use is made of them than of those already built, their construction will not do much for the health of the city.

Nearly 30,000 feet of new sewers has been made by the Commissioners, yet a stranger strolling through our streets could scarcely fail to come to the conclusion, if any way observant, that our city was destitute of such conveniences. In the most frequented, as well as least travelled thoroughfares, he would see numerous small surface drains discharging dirty sewerage matter into the gutters, tainting the atmosphere with abominable odors and endangering the health of all who come within their subtle influence. In unsewered streets there may be some excuse for this state of things, but no excuse should be taken when good drains are laid and ready for use.

Our people do not appear to realize, as they should do, the sanitary importance of good drainage, or more advantage would certainly be taken of present facilities. Proper attention to this would reduce, in many cases, the doctor's bill and keep the undertaker on the outside of the door. A combined movement should be made for the removal of this public danger wherever good public sewers exist, and it would be well if the Board of Health and the Commissioners of Sewers would endeavor to quicken the movement by a moderate but persistent exercise of the power vested in them for this purpose. The protection of the public health requires that some decided steps should be taken in the direction indicated; and unless it is done our sewerage system will prove, practically, a failure, notwithstanding its cost and intrinsic excellence.

The Water extensions contemplated, and for which preparations are being made, embrace a new 15 inch leading main and submains for Wright, Spring, Summer, Meadow, Marble, Marsh and Metcalfe Streets in Portland, and Britain, Smyth and Charlotte Streets in the city, the latter in connection with the re-arrangement of the Lower Cove mains, with a view to increased force and volume for fire purposes, the introduction of steam having made a more abundant supply indispensable.

It is said the Fire Department intends to invest several thousands in a chemical fire engine.

COMMERCIAL MATTERS.

HARD TIMES: THE FINANCIAL OUTLOOK.

It is not denied that the times are hard,—very hard. Times as hard have not been seen in St. John for many years, unaccompanied by a panic in all branches of trade; but, fortunately, this last disaster has not yet come upon us, nor is it likely to arise. The characteristics of the trade depression are peculiar. At other times of financial tightness there has been a strong desire on the part of our merchants to rush off their goods, and the papers have been filled with advertisements, offering their wares at prices representing "great reductions;" and hurry and bustle and other panicky indications were apparent. At present nothing, answering to this description appears on the surface, at least, nor is there any loss of confidence in the general resources and solvency. Merchants, of course, are anxious to make sales. Their confidential clerks have orders not to let a cash customer slip, even if sales must be made to meet the buyer's rather than the merchant's views, and nothing in reason is left undone to maintain personal credit and meet all maturing indebtedness. But what is done is done quietly, though, doubtless, there is an intense earnestness and anxiety, which cannot be wholly concealed. There is a conviction, however, among our business men that they are all in the same tight place; that the times are equally trying to all; that their safety consists in standing by each other as freely as possible, and "bearing one another's burthens" to some extent; and while such opinions prevail there is no serious danger to be apprehended. Another feature,—and one very favorable to the general credit,—is that in this crisis one hears but little of "the Jews," so that the indebtedness of most of our merchants may be treated as incurred for moderate interest and through legitimate channels. How and why the crisis has come is not difficult of explanation. We are merely suffering in common with the rest of the world, "all creation" having been over-trading, over-speculating, going ahead too rapidly in "progressive" ways, and generally living beyond its means. Nations have been building too many railroads, wasting too much in war, manufacturing too many goods,—the earnings of the people and the resources of countries not justifying the extraordinary enterprise and progressive development of the past ten years. Locally, we in St. John and in New Brunswick generally have been living beyond our means. We have taken to most expensive habits. From the workman who must have his $3 per day, the factory girl whom it costs $200 a year to keep in clothing, the clerk who spends $100 a year for horse hire, to the lady who affects Hammondi and $100 dresses, or the head of the family who thinks nothing of giving a $200 supper, nearly all are spending beyond our income. The rage for expensive clothing, fine furniture, social distinction, etc., has quite driven out the old time simplicity and the sound taste and judgment which dictated an expenditure based upon income. In fact, we have got to be "too fast," and the melancholy part of the business is that those whose means and standing are such that they can afford to indulge in simple tastes and moderate living, are, in too many instances, the ones to lead off in extravagant outlay. If the present "stringency" lead to a curtailment of personal expenditure, to the eschewing of the gaudy and extravagant in home life, to a return, even in part, to those simple habits and tastes which prevailed in more prosperous days, it will not depart without leaving some good behind. A present good is found in the fact that the cash customer can now buy the necessaries of life at a very moderate figure, the wants of the merchants leading, as before intimated, to sales which leave a very light margin of profit. The present, then, is a good time to *buy*, if not to sell, and we would recommend all who require to buy to do so while the conditions are so much in their favor. The country trader who, with cash in hand, comes to St. John to make his usual spring purchases, will now find abundant competition for the favor of his custom. With a relaxation of the stringency will come more independence on the part of wholesalers and a disposition to hold their goods for better prices. We repeat, therefore, that the present opportunity for buying in the St. John market is unprecedentedly favorable, both to retail and wholesale purchasers and ought not to be overlooked. That the pressure will not exist very much longer is self-evident. With the advent of summer, trade in these latitudes invariably receives a certain stimulus. Then, the universal economy imposed by financial dullness creates savings, and with them wants which must be supplied. Then, the lumber industry is getting into full play; the logs are coming to market, the mills have commenced sawing, ships are arriving, and the labor of all our ports is beginning to find full employment. With summer, too, come building operations, which supply labor for the mechanics; and the summer operations of our manufacturing establishments (with few exceptions) are generally based on a pay roll larger than in winter. The cautious policy of the banks, the wary movements of our largest traders, the certainty of fuller employment for the laboring and mechanical classes, the creation of "exchange," are all favorable to an improved condition of financial affairs at a not very remote date.

BUSINESS NOTES.

Public Meeting.—On Tuesday evening there will be held a public meeting, in the Maritime Block, in aid of the Manufacturers' and Mechanics' Exhibition. A full attendance of our citizens is requested.

Quick Despatch.—On the 3rd May, Messrs. A. & T. Gilmour cabled to Leeds for a certain description of goods, the telegram being received there very late that night. The goods were despatched next morning, came out in the *Hibernia* to Halifax, and were received here on Wednesday night last, the 19th.

Port of Richibucto.—Up to Thursday three square rigged vessels had arrived at Richibucto to load deals for George McLeod, Esq., making, with Mr. McLeod's own bark, four deal cargoes about to be taken in. Mr. McLeod has held over about five million feet of deals for spring shipment, and the other mills in that quarter have probably five millions more. It is thought the mills in Kent will cut this year about as much as last year.

Thomas R. Jones & Co. offer inducements to wholesale cash buyers. Their stock of dry goods is one of the largest in the Maritime Provinces, has been bought on exceptionally good terms, and offers great variety. Country and city traders who do not import for themselves will find it to their advantage to examine this very valuable assortment of dry goods, as well as clothing, all of the newest makes and latest styles.

The Justus Wetmore Estate.—It is not supposed that the estate of the late Justus Wetmore, of Clifton, will do much more than pay the claims against it. Claims in connection with the Railway Buildings in Moncton have come in, one being an account for about $7,000, by Mr. H. B. Crosby, for "services rendered" in superintending the works. The impression that Mr. Crosby was a partner with Mr. Wetmore in that unlucky contract appears to have been unfounded.

The Maritime Mutual Insurance Company, with Judge Skinner for President, Thomas Parks, Esq., for Vice-President, Rowland Hill, Esq., for Secretary-Treasurer, and an influential Board of Directors, has commenced business at 72 Prince Wm. street, St. John, where the head office is located. It will be remembered that this Mutual Company was incorporated by the Legislature of New Brunswick last Session, and it engages to provide for certain descriptions of property, "insurance at actual cost." The official advertisement will be found in another column. The Company is authorized to raise a guarantee capital of a million dollars.

Business Matters in St. John.—The Laborers' difficulty having been settled by the men resuming work on the merchants' and shippers' terms, matters have been progressing quietly and satisfactorily in that quarter. The number of vessels in port is not large, so that there is yet only partial employment for those who seek work. Freights are very low—the statement with regard to general freighting being that earnings of shipping are at the lowest point they have reached in fifteen years.

Our Manufacturers' Exhibition, in the month of September, ought to arouse Provincial Manufacturers to put forth all their energies to have their several departments of manufacture represented by their very best and most finished productions. It is a common remark among our manufacturers that home made work is not appreciated, and that our people give the preference to the imported article, even when called upon to pay a higher price than the domestic can be supplied at. The remark is not quite correct, as the stoppage in the imports of several classes of goods, now manufactured among ourselves, proves. There is, nevertheless, too much truth in it; at the same time, there would probably be much less were our manufacturers to adopt the same methods of advertising and pushing sales of their goods as those which the United States and the Upper Province manufacturers find so efficacious. There are many ways of advertising wares. Probably among the best may be named the producing of the very best description of article that the selling price will permit; close attention to all the little details of finish, so that the eye as well as the judgment may be satisfied; advertising freely in the daily and weekly newspapers, (including The Watchman), and making a good show at public exhibitions. The last is by no means the least important agency, and, properly handled, may be made of immense advantage to the manufacturing interest. We hope it will not be overlooked this year. We deem it so important that we shall continue to urge it upon all Provincial Manufacturers; and the gentlemen who are giving their time and talents to its promotion may rely upon The Watchman's aid in helping to make the affair the splendid success which it deserves to be.

The Wood Trade in England.—Farnworth and Jardine, Liverpool, under date of May 1, say of the supply of Deals from Canada:—

> There have not been any arrivals from British North America during the past month, and only 6 vessels 4068 tons during the corresponding period last year.
>
> The demand during the past month has been less than for some time past, but fortunately there has been a very small import. Stocks are fairly moderate though quite ample, and consumers buy only for immediate wants. This cautious policy is likely to continue, and confirms the opinion as to the necessity of greatly reducing supplies.
>
> In Canadian Woods there have been few wholesale transactions, and business has been of the usual retail character.
>
> Spruce Deals, &c.—In the absence of supplies during the month the sales have been entirely by retail from the yard, at steady prices. The consumption has been less than for the same month in 1874, and it is desirable that the spring import be delayed as long as possible to clear off the present stocks, and prepare the market for fresh arrivals. Shippers will require to be unusually prudent, for the market will not stand pressure. The auction sales yesterday were dull, at declining prices.

The sales of deals during the month, by auction and by retail from the yards, were on a basis of about £8, 12s. 6d. to £8. 15s. per standard for St. John's, with other descriptions at proportionate rates. The arrivals of N. B. deals at Liverpool for three months to the end of April, were 127,202 pieces, against 181,833 in the same time in 1874, and 241,304 in 1873. No Baltic timber or deals had reached Liverpool in these three months; and the arrivals of pitch-pine,—a wood which has entered largely into competition with our spruce deals,—amounted in the same time to 11,450 logs, or about one third of the imports in the same period in 1874. The stocks on hand in Liverpool at the end of April were quite large. We quote a comparative statement:—

	STOCK 29th April '75.	STOCK 29th April, '74.
Quebec Square Pine,	568,000 feet	541,000 feet
" Waney Pine,	261,000 "	380,000 "
St. John Pine,	Nil.	12,000 "
Other Ports,	3,500 "	34,000 "
Red Pine,	6,500 "	13,000 "
Pitch Pine, Hewn,	677,000 "	1,406,000 "
" Sawn,	138,500 "	398,000 "
Dantzig, &c., Fir,	169,000 "	350,000 "
Swedish and Norway Fir,	84,000 "	77,000 "
Oak, Canadian and American,	277,000 "	166,000 "
" Baltic,	53,500 "	67,000 "
Elm,	53,500 "	55,000 "
Birch,	68,000 "	60,000 "
E. I. Teak,	91,000 "	181,000 "
Greenheart,	35,000 "	39,000 "
N. B., &c., Spruce Deals,	9,318 stds.	8,597 stds.
" Pine "	3,183 "	2,923 "
Quebec Deals,	4,334 "	4,432 "
Baltic Red Deals, &c.,	4,730 "	6,400 "
Norway, &c., Boards,	952 "	3,659 "

The U. S. Centennial Exposition.—The New York *Daily Graphic* has issued a "Centennial Number," in which the Great Centennial Exposition of 1876, at Philadelphia, is illustrated "as it is to be." The illustrations include "A Bird's Eye View of Fairmount Park and the Centennial Buildings," and larger sketches of the buildings in detail, namely, the Main Exhibition Building, Agricultural Hall, Machinery Hall, Conservatory Horticultural Hall, Memorial Building, etc. The letter press description is very full, the number as a whole,—which appears to be the joint property of the Exposition and Colonel Tom Scott (whose portrait claims a page)—is worth preserving for future reference.

We in Canada need entertain no other than the very best wishes for the success of the Exposition; and a success as an exhibition of the material progress of the Republic it will not fail to prove. There is another view, however, in which the patriotic American desires to see the Exposition a success, and it is very well stated in the words of the *Graphic*, words embodying sentiments to which Canadians who seek to stimulate a similar national feeling can make no possible objection:—

> This Centennial is vastly more than a mere exhibition of products and arts to show what has been achieved in a century and stimulate ingenuity and enterprise. It is a rebaptism in the spirit of nationality. It is the birth of a nation that is to be commemorated, and the celebration appeals to the sentiment of nationality, and the patriotism, the pride, the great memories, and the greater hopes that are our national birthright. Thus it strengthens the weakest elements in American life and character. Our country is immense in its extent, with inhabitants from all the nations, with a great diversity of interests, and with local rivalries and sectional ambitions. Its perpetual danger is that it will one day become the Dis-United States. To hold such a nation as this together, and fuse its various conflicting elements and melt its incipient antagonisms, there is needed a far stronger sentiment of nationality than has yet been developed in the hearts of our people. And such a sentiment is strengthened only by dwelling continually on the elements that unite and the points of sympathy and the ties that make our people one. The celebration of the Passover is one of the bonds that has held the Jewish race together four thousand years, in spite of calamities and persecutions. The Olympic and Isthmian games kindled the flame of Greek nationality, and kept it burning for years after her States had been demoralized and conquered. Germany could gain victory after victory over French armies, but the sacred memories and traditions of a thousand years combine to make the nation itself unconquerable. These Centennial occasions will have their best and highest effects in strengthening national feeling, bringing our scattered people into closer affiliations, developing a new spirit of fraternity between once alienated sections, and making America a reality instead of a dream.

The Papers of the North Shore, where the new Fishery Regulations are probably better understood than in any other part of Canada, agree in condemning them, sinking Party and joining in earnest remonstrances to the Government. The *Freeman* condemns them; the *Globe* and *News* won't defend them; and there is a muddle generally. The *Telegraph* is the solitary journal which has a good word in their favor, and, by this time, even it is probably of opinion that it has gone too far. It hints that Nova Scotia ought to be included among the victimized, but it would seem that even the Nova Scotia members of the Cabinet were not foolish enough to allow the Government to aid in "protecting" the Fisheries by imposing a duty of a half cent per pound on salmon in the water.

The Drama.—The opening night at the Academy was a great success for Managers and Company alike, the former having the gratifying practical results derivable from an overflowing house, the latter winning unstinted applause in their professional capacity. A number of the company on this occasion made their first appearance in Saint John, including Sophie Mills, Marion Fiske, Fannie Lee, etc., and met a reception which must have been gratifying to new comers anxious to stand well with a fashionable audience. The old hands, actors like Warner, Fuller, Fiske, Meade, and others were welcomed back with great heartiness. The piece of the evening was T. W. Robertson's three act comedy, entitled "Home," a society play possessing merit, though slightly unreasonable in some of its situations. The company made the most of it. Indeed it is doubtful if any other company could have made more of it, the rendition of "Alfred Dorrison," by Warner, "Mrs. Pinchbeck," by Sophie Miles, "Captain Mountraff," by Meade, "Lucy Dorrison," by Augusta Chambers, "Bertie Thompson," by L. W. Harris, being particularly effective. Everybody seemed pleased to be able to form so good an opinion of Miss Miles' appearances as leading lady, her careful acting and judicious dressing being greatly admired; and it was considered that Mr. Fuller, as "Papa Dorrison," took his part very creditably for his years. It was in the burlesque after-piece that the humor of the company received full development, Mr. and Miss Fiske,—the latter a "Chip of the old Block,"—Miss Chambers, Miss Lee (who promises admirably,) Mr. Harwood ("Billy Bowlegs,") Mr. Harris and others contributing greatly to the amusement of the audience, Mr. Fiske and the gallery having apparently a thorough understanding. The pieces were well chosen for an evening's fun, were presented with proper sceine effects, and were happily rendered; and the general impression coveted was one which, leading theatre goers to expect a good deal from the varied talent of the company, will tend to ensure to the managers good houses and, we trust, ample returns for the season.

Last evening, Boucicault's "West End" was played to a good house, Mr. Fyffe and Mrs. Hamilton making their "first appearance" and giving good satisfaction. The principal roles were filled by Mr. Warner, Miss Miles and Mr. Fuller unexceptionably. At the Matinee, this p. m. "West End" will be repeated. The tragedy of "Lucretia Borgia" and the musical burlesque, "Hassinbad and Houri," are billed for this evening.

Moncton Schools.—The people of Moncton have erected a school building, sufficiently spacious to provide accommodation for most of the scholars of the town, and for the convenience of the smaller children one or two primaries will be kept up at points distant from the main building. The new premises are most creditable to the town and must have the effect of giving "a valuable impulse" to education therein, especially if the more modern system of teaching be introduced and worked out. The schools have been graded. A Moncton correspondent, writing on Wednesday, says:—"The grading of the schools is about finished. Over 400 "pupils are registered, with the following staff of "teachers:—Mr. Jenkins, Principal and teacher of "the High School; Mr. James G. McCurdy, First "Advanced grade; Miss Hennessy and Mr. D. M. "Trites, Second Advanced; Miss Seaman, Second "Primary; Miss Trenholm and Miss Devere, First "Primary. One department in the Second Pri-"mary remains to be supplied with a teacher." Having secured good premises and a satisfactory staff, those who have to foot the tax bills will probably take an interest in seeing that the youth of the town are in attendance. On this point another correspondent writes:—"Our school expenses, as "you can understand, when we erect such a large "and good building and pay the teaching staff good "salaries—as we are bound to do,—will be pretty "heavy. It is therefore is important that those child-"ren who have heretofore been allowed to play "about our streets, should be sent to school, that the "town may reap all the advantage possible from its "expenditure for educational purposes. I hope the "Trustees will use their influence with parents, to "induce those who have in the past been neglectful "in this particular, to send their children regularly "to school. Great advantages are to be had now, "and we should all unite to make the most of them." We have no doubt the Trustees will give the suggestion due consideration. There are no sectarian issues in Moncton. One of the Trustees is a Roman Catholic, and two of the seven teachers named above are of the same faith.

Temperance.—Since the date of the Appeal of the young men of New Glasgow against the sale of intoxicating liquors, the young women of New Glasgow,—nearly 300 of them,—have also appealed. A hotel keeper who has a bar-room (Duncan McKaracher) replies through the local paper and defends the drinking and sale of intoxicants, quoting nearly a column of extracts from the Bible as authority, including such as—

> "And Noah began to be an husbandman, and he planted a vineyard. And he drank of the wine and was drunken, and he was uncovered within his tent." (Gen. 9; 20, 21.)

"The Editor gives up two columns to a review of McKaracher, explaining at the outset that he treats him seriously, because, first, he has the manliness, even if he is wrong, to attempt a defence of his trade; and secondly, because he claims to be a respectable citizen. He sometimes associates with clergymen and other respectable people, and he attends Church with his Bible in his hands."

Opponents of Confederation, who declared that in the Union the horse and the cow and the pig of the poor back settler would be taxed and the money sent to be "squandered in Ottawa," never ventured in their wildest ravings to assert that the Canadian Government would levy a tax of half a cent per pound on the salmon of the fishermen as they hung in the nets! It was left for a Government largely composed of original Anti-Unionists to establish as a fact what even themselves were ashamed to predict. We shall expect to hear next of oysters being taxed by the dozen in the oyster rakes, and lobsters by the piece in the traps. The Government ought, however, to stop short at eels and smelts. For the credit of the Government of this great Dominion, suppose we draw the line at smelts?

The Spelling and Pronunciation Match in Calvin Church on Thursday evening was exceedingly interesting. Several young ladies were among the competitors; and finally the following spellers were pitted against each other for the prize, a ladies' cabinet:—Miss Daley, Stanley Moore, J. Clawson, C. H. Flewwelling, J. E. Narraway, George H. Lee, Andrew Nisbet. Owing to the lateness of the evening and other causes, one of them being the withdrawal of young Moore by his father, who disapproved of the manner of conducting the trial, a final decision was postponed, the contest to be resumed in Calvin Church lecture room on Tuesday evening next, at 8 o'clock, when the public will be admitted *free* to witness the final result.

John Macdonald, Esq., is elected M. P. for Toronto Centre. Mr. Macdonald was the first to denounce the Government's Reciprocity Treaty, and did probably more than any other one person to influence public opinion against that monstrosity. When his friends proposed him for Parliament, the Government dared not object, and the bold and energetic manner in which he fought the Grits on the Treaty made him very acceptable to the Opposition leaders.

Mr. Blake has returned to the Government he once left without assigning any proper reason for his course. This augurs badly for the permanence of the Senate's constitution, and is a humiliating surrender by the Government, whom Mr. Blake opposed and who stood in mortal fear of his irregular raids. The presence of so impulsive, inconsistent and impracticable a politician is a great weakness to the Government and a constant source of danger.

☞ A second article on "Civic Taxation" will appear next week.