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The Watchman.

ST. JOHN, N. B., SATURDAY, JAN. 6, 1877

OUR RULERS.

And what They are Saying and Suffering.

SESSION TWENTIETH.

There had been delegations to England. Brown, Mackenzie, Blake and Cartwright had severally visited Downing Street at the country's expense, and had astonished the natives of England and Scotland. Smith did not go. Nor did Burpee go, though "George" did. Scott and Cauchon for a time ran the Governmental machine of this great Dominion. There had been several elections, the result of which was a great loss of moral strength to the Government. There had been many Opposition gatherings, when on each occasion from three to ten thousand people assembled to hear speeches from the Opposition chiefs. The Government had been partially reconstructed. Laird had gone West, and his seat had been given to an Ontarian, Mills, to wit. Geoffrion had resigned and Laflamme had taken his seat. Letellier, too, had taken a governorship and his place was still vacant. Vail was on the ragged edge. Smith stood ready to jump, had he not succeeded in carrying a railway appointment. Of the original representation of Quebec in the Council not one member remained. The fact that the tide of popular feeling was setting steadily against the Government; that the rural population was following the lead of the cities in demanding protection for home industries; that Ministers had, unfortunately, all pledged themselves solemnly to a trade policy inimical to the interests of Canadians; that the "Big Push" correspondence, the "Ontario" Bank's bribery and intimidation, the unfortunate Steel Rails Purchase and other Government and Party sins had been freely discussed from end to end of the country, caused this meeting of the Council to be anything but a cheerful affair at the outset, though full play was given to the exuberant holiday spirits of its members before the close. The weather was cold, biting cold, and the Premier's overcoat and hat having been duly deposited by his *fidus achates*, the Session commenced:—

CAUCHON: Ha! As de Presidong of dese Counceel I 'ave mooch plaisure in welcom Monsieur Laflamme to dese Board. (*Aside*: De rascal deed sit still an' 'ear me abuse like a dog een Kabeck!)

BLAKE: Ontario extends the right hand of friendship to one of her oldest allies from the sister Province, the gallant elevator of the Liberal standard among a population cursed by a tyrannical ecclesiasticism—

HUNTINGTON: Hear! Hear!

SMITH: Hear! Hear!

BLAKE: Ontario, heart of the Confederation, Mother of Provinces yet to be, protector of minorities struggling for liberty and the truth everywhere, thanks God and the omnipotent Laflamme for the victory won in Jacques-Cartier over Priestcraft and Sacerdotal Tyranny.

HUNT.: By Jove, this is grand.

CAUCHON: Oui! Oui! Dese ees veray gran', surelay. But wat weel de grate and good Archbeeshop say wen he 'ear dese? Ha!

LAFLAMME: Gentlemen, I tank you kindly for your welcome. I hope dere will be no disturbance over my little election. I hope we sall all be veray good frens.

VAIL: Nova Scotia [that's *me*] greets Laflamme. And when the horrid demon of Horrid War presents his horrid front, and, as it were, pollutes the soil of Jakes Carter,—well, you know where the Minister of War resides.

SCOTT (aside): Bedad, if there *wos* war, we'd have to take out a search warrant for the doughty Minister—so we would.

MILLS: Gentlemen,——

CAUCHON: Pardong, Messieurs, I deed *forget* me duty an' courtesay to Monsieur Mill. Membaires of de Council, I beg to 'traduce Monsieur Mill, our new Minister de Internale Revanue!

BURPEE: Mr. President, sir,—I say, sir, I have much—yes, sir—I may say *very*—indeed, VERY much—pleasure, sir, in,—in, as it were, welcoming—yes, sir,—I think that's the word——

HUNT.: Cheese it, Traddles!

BURPEE: Who—who's Traddles? Sir, *where's* Traddles? I say, sir, I see no Traddles,—no, sir,—not here, sir. I repeat, sir, I have great—I may say *very* great——

HUNT.: So you remarked.

BURPEE: Yes, sir,—yes, so I remarked, and, sir, I repeat I have *very*——

HUNT.: No, you haven't!

BURPEE: But I say I have—I have *very*——

HUNT.: No, you parted with that long ago. Try something else.

SMITH: This is scarcely fair, Mr. President, to my colleague. He merely desires to give expression to his friendly feelings towards our new colleague from Ontario, and he should not be interrupted——

HUNT.: Who's interrupting, Smith?

SMITH: Well, you're interrupting Smith. Ha! Ha! D'ye see the point?

HUNT.: Too thin, that point.

SMITH: Then I'll have it coated with copper, and perhaps you can see it then?

HUNT.: Now I protest——

MACKENZIE: And so do I, against such frivolous waste of the time of this Council. Is there no business to be transacted—no appointments to be made? Is not the country on the high road to perdition, through the crimes and misdemeanors of our corrupt predecessors? And are we to sit here wrangling over trifles when four millions of people call upon us to save them?

CAUCHON: Ha! Dat ees de talk! Let us save dese une-fortnight contray!

MILLS: Gentlemen, I have a remedy for the distress of this most miserable and afflicted country. I simply propose that we abolish all tariffs; throw down the barriers which separate us from other countries; then we shall buy our goods at fifty per cent. less than we do at present, and save millions upon millions to the country. You can readily understand that if every family can buy their goods for one half of what these cost at present, all must eventually, if not immediately, get rich, and being rich they must be happy. It is laid down in the books, and, gentlemen, the books cannot be wrong.

HUNT.: I must differ from the Philosopher-Minister, for once. My panacea for the troubles of the country is much simpler and more effective. Born to the liberty of a freeman, imbibing a love of all human kind with my mother's milk, I abhor and detest every principle, every agent, every individual that stands between Man and the full and free development of human, religious, political Liberty. I see in Ultramontanism the great enemy of Liberty, the tyrant of the People. A vision is upon me. Before my eyes there pass a people, despoiled, enslaved, by ecclesiastical tyrants. I see them call a halt in their march to religious and political Death. I see them rising as one man. I see them break their chains in pieces and cast them with looks of rage into the Sea of Oblivion. I see them turn upon their masters—upon the Priests and Prelates—and rend them limb from limb. I see the Priesthood exterminated, the False Religion overthrown, the Churches gutted, the Convents burnt. I see the Ecclesiastical System of Quebec wiped out, utterly and forever. Then I see the people joyous, happy, prosperous, well fed; and in the overthrow of Ultramontanism I see the real and only cure for the miseries of the People.

CAUCHON: Ha! Eef dere ees une Devale I tink he weel 'ave dese man, surelay! Ha!

COFFIN: Mr. Cartwright said to me that he thought the only cure for this misfortinit country was to raise another Loan. He said he had been so successful with the last two or three that if he had a chance with one or two more the country would be rich,—at least the part of it where he lives. Mr. Cartwright said to me that if he could manage to borrow thirty or forty millions more, why, after that any fool that pleased might be Finance Minister. And that's what makes me think we ought to make another Loan. [Cries of "Bully for you, old man."]

CARTWRIGHT: Aw, really the honorable member must have misunderstood me. The honorable member surely will not say that I gave expression to such sentiments as those which the honorable member has credited to me. A loan, ye know, is one thing; the happiness of the people is another. I must affirm, sir, that I have not the slightest recollection——

MACKENZIE: Did you say it, or did you not?

CARTWRIGHT: I am stating to the Council, sir, that I have no recollection of connecting the recent loans with the happiness of the people——

SMITH: Do you mean to say that you handled those loans regardless of the happiness of the people?

CARTWRIGHT: Not at all, my dear sir, not at all. We are set for the happiness of the people, and that happiness must be ever in our thoughts. The happiness of the nation is the greatest happiness of its public men, and the happiness of public men is, of course, affected by the favorable issue of the negotiation of public loans,—that is to say, the people's interests, and hence the interests of public men, are promoted by successful financial negotiations conducted with an eye single to the public weal. I trust I have made myself understood.

HUNT.: Never clearer in your life. And now what says the greatest mind of the Great Reform Party?

MACKENZIE: My opinion——

VAIL: He probably refers to me——

MACKENZIE: Well, such assurance I never——

HUNT.: Excuse me—I meant the Minister of Justice.

MACKENZIE: Well, if this don't beat anything I ever——

BLAKE: I would begin by saying that the miseries of the country are due in the first instance to a long term of misgovernment, and to that ignorance of Reform principles which, until quite recently, characterized the people of this country. During all that time, when political darkness overspread the land, there were scandals and abuses and much wrong doing in high places. Now, fortunately, there are no scandals; there are no abuses; there is no wrong doing; the peasant and the prince are on a par, and there is no longer any thing to change or reform. And still, you say, the people are not happy. Granted. The reason is obvious to every well regulated mind, but, unfortunately, the majority of minds are not well regulated. The reason is simply this: the people are surfeited with Reform principles. To use a homely illustration, they are like children who in holiday season dine too lavishly on plum pudding—the fault is not in the noble pudding but in the greedy children. So here, it is not Reform principles, the choicest blessings of Heaven to Canada, that are to blame, but the starving, hungry people who have swallowed these Principles so freely and completely that they are already agitated in the region of the stomach. In the face of mankind in general and my colleagues in particular, I will avouch and maintain in the most decided, most emphatic and most triumphant manner of which my humble intellect and voice are capable, that the present difficulties of the people are entirely occasioned, not by the consumption of the Reform manna which Heaven and the Clear Grits have sent them, but by the consumption of this nutriment to excess. The striking, far-reaching, overwhelming deduction which I draw is this: that an excess of the richest food is not admissable in the case of impaired digestion. And therefore I would advise that, for the time to come, and with a view solely to the happiness of the People and the perpetuation of Reform Principles,—synonymous blessings—that, in the words of a great statesman, we hasten slowly; that we give the average mind full time to comprehend the true import, value and desirability of Reform Principles as we have fashioned and illustrated them. In this, and in this alone, you behold the only correct and wise remedy for the evils which afflict the Body Politic. I have said. (Cheers.)

HUNT.: There's richness for you!

CAUCHON: Wat deed he say? Ha!—I deed not onderstan'.

HUNT.: He remarked, merely, that although there was much misery under Reform rule, still it paled into insignificance when compared with the outrages of those ancient times when members of Parliament farmed out lunatics and made money out of the bodies and souls of the most helpless of God's creatures! It was merely a bit of pleasantry, you understand? (Cheers, and noisy demonstrations of applause.)

CAUCHON: Oui! Oui! Was dat all? He deed look so beeg, so wise, so angray, dat I deed tink he wos pitch in to dem fellaire wot get up deem sweendle coppaire companie! Ha! He deed say noting about dat, eh? (Groans, and cries of "Put him out!")

LAFLAMME: My Gracieuse! What is dese smell I smell? (Great laughter, and "Cochon!" "Cochon!")

HUNT.: It is an odor that smells to Heaven,—so the *Globe* has said. For particulars, see back files. (Cheers and clapping of hands).

LAFLAMME: O, I am so glad. I tought it might be de Cochon we have here! (Wild delight shown by several members).

CAUCHON: Perhaps eet ees de smell from de Lachine flats—ha! Dere ees some malodoreuse job dere—ees eet not so, M. Laflamme? (A volley of groans).

LAFLAMME: Does de member tink I am one lunatic to tell him everyting I know? (Cheers.)

MACKENZIE: Gentlemen, this may be amusing but it isn't business.

SMITH: Ha! Ha! Business, eh? Business has kept for the last six months—don't think it will spoil before the next meeting of this Council. (Cheers, and "That's so!" "that's so!")

BURPEE: O, but we must do—certainly—yes, sir, we must attend to some business to-day. Now, sir, here—yes, sir, here's this St. John Breakwater contract—— (Several members laugh heartily.)

HUNT.: Contracts be hanged for to-day! Let's go to the Club. (Cheers.)

CARTWRIGHT: With your permission, gentlemen, I would like to present the report of my last successful Loan negotiation——

SMITH: O, bother all Loans! Put it in your pocket, and come to our next Council. We'll trust you with the money. (Laughter.)

MACKENZIE: Here's a very pressing letter from Brown about appointments to the Bench. I must read——

BLAKE: No, sir—not at present. Lay Brown on the shelf for to-day, and his appointments too. (Cries of "Good," "Good.") Constitutionally and experimentally, and as a matter of fact, the Minister of Justice is charged with the appointments to the Judiciary——

MACKENZIE: But Brown wants Morrison——

BLAKE: Then let him want. No Brown for us to-day, if you please. (Loud cheers.)

MACKENZIE: This is disgraceful. There will be trouble when our Geordie hears of this——

BLAKE: Man is born to trouble, as the sparks fly upward. Man that is born of woman is of few days and *full* of trouble. Though trouble springs not from the dust, nor sorrow from the ground, I was not in safety, said Job; neither had I rest, neither was I quiet, yet *trouble* came. And as long as Brown lives we shall have trouble from him, in addition to all our other troubles. Let the manifestation of the "Big Push" spirit go hang himself,—we'll none of him to day. I have spoken. (Cheers and "Bravo," "Hit him again!")

And then, it being the Holiday season, these dignified Councillors fell to pelting one another with whatever came handiest, and blue books and portfolios went flying through the room, and many a crown was smacked, and there was much laughter and shouting. And they enveloped Burpee in his great coat and rolled him over the table, and Mackenzie was jostled from side to side, and the buttons were rent from Smith's mammoth waistcoat, and Cartwright's eye glass was knocked off by blue books and manuscripts at least a dozen times. The Premier, the Finance Minister, the valiant Minister of War, and the supple Minister of Customs appeared to be the victims of their colleagues, who after a half hour of this pleasing diversion burst in a body for the Club House, where, casting care to the winds, they had a royal time.

THE COST of carrying the English mails over the "Inter-Colonial" at the rate of forty, fifty and even sixty miles an hour necessarily involves a reduction of the accommodation which would otherwise be extended to the Local Traffic. The Newcastle *Advocate* has already explained the great detention to which local freight and passengers have been subjected between Campbelton and Moncton, and now the New Glasgow *Chronicle* (Government paper) states that the local traffic between Hopewell, Stellarton, New Glasgow and Pictou is sadly scrimped for want of train accommodation. Other parts of the country have the same story to tell,—and all this time the Railway Management is trying to make a mile a minute! As the *Presbyterian Witness*, of Halifax, shows, it costs three times as much for power to move a train at fifty miles an hour as at twenty miles an hour, and *five times* as much to travel sixty miles as twenty. The public will readily understand why it is necessary to reduce local accommodation while rushing the English mails at lightning speed. We really hope the English mails will be put through in good time, but we must protest against withdrawing properly equipped trains and properly arranged time tables from those localities on which, after all, the commercial prosperity of the road depends.

DECEASED JUDGES.—Two of the higher Judges have died within the week: Judge Mondelet, of Montreal, who delivered the judgment in the celebrated Guibord case, which was sustained by the Judicial Committee of the Privy Council of England; and Judge McCully, of Halifax, one of the Supreme Court Judges of Nova Scotia. Judge Mondelet was full of years. Judge McCully, although well up in years, seemed not long since to be hale and vigorous. He was appointed by the Macdonald Government.

The number of Judgeships which the Mackenzie Government has had at its disposal in the three years it has ruled is almost unexampled in the history of any country.

THE "LIBERAL" GOVERNMENT is now without excuse for withholding a Judgeship from Joseph Doutre, Esq., the leading barrister of Montreal, one of the oldest Liberals of the Province and one of the Government's most zealous supporters. The vacancy created by the death of Judge Mondelet will probably be filled by Mr. Doutre's appointment.

THE COMPLEXION OF THE ASSEMBLY.

It was the aim of the Government to secure such men as they did at the last election, because it would not do to have enquiries made into the financial condition of the Province, the Emigration policy, the wholesale mismanagement of the road service, or even the cost of the election itself, without being able to count up sufficient votes on the floors of the house to crush out all investigation, and sustain the Government if at any moment such information or papers were demanded as would lead to detection and exposure. The Journals of the last Session show conclusively how well the Government has handled the cards, and how subservient and cringing were the men they had exalted to seats in the Assembly,—men who would have never dared to aspire to such positions as the representatives of the people, under any other circumstances than those which are alike dishonorable to themselves and to their masters.—*Fredericton Farmer*.

The *Farmer* appears to be completely out of its reckoning. By enquiry into the *personnel* of the Local Opposition, it might have learned that the most prominent of its members were elected on the Government "ticket," that much abused political institution. Probably the most pronounced member of the Opposition, more zealous even than Mr. Burns or Mr. O'Leary, is Mr. E. J. Smith, of Westmorland. This gentleman was elected on the Government Non-Sectarian School ticket, leading the poll. Mr. Pickard, of the same County, another influential member of the Opposition, was elected with Mr. Smith on the same ticket. The leading legal mind on the Opposition side has been Mr. Davidson, of Northumberland, and both he and Mr. Tweedie, of the same County, were elected on "the ticket." Mr. Cotterell, of Charlotte, also of the Opposition, was a "ticket" man. Mr. R.E. McLeod, of King's, who has been voting with the Opposition, was elected on the "ticket" with Hon. Mr. Crawford, a member of the Government. In fact, about one half of those on whom the leaders of the Opposition can depend are the "cringing" creatures whom, according to the *Farmer*, the Government "exalted to seats in the Assembly." It may be, as the *Farmer* intimates, that they would not have ventured to aspire to the position of representatives of the people, had it not been for Government influence and the strength of the cry which carried "the ticket" in every instance. But when the *Farmer* makes this statement, which was intended to damage the influence of men so elected, it should have first enquired into the personal strength of those "ticket" men who have been voting with the Opposition.

Now that the School Question may be considered settled, we do not think that any reflection should be cast on those "School Ticket" men who vote with the Opposition, provided they can give a good reason for preferring the Opposition to the Government. Nor do we think that under the altered state of affairs there is any good reason for men who, two years ago, found themselves in opposition to the Government, continuing in Opposition, provided they think the Government is managing public affairs as well as the Opposition would be likely to manage, were its leaders called to the Government benches. It is not always for the public interests that the people's representatives should follow too closely either the Leaders of the Government party or the Leaders of the Opposition; and now that Mr. Willis,—who, by the way, was elected on "the ticket," and very hard work it was to elect him!—is about to assume the post of Leader of the Opposition, we incline to the opinion that there were men in the Opposition last session who will not feel comfortable in his company or under his management.

THE "WATCHMAN" AND ORTHODOXY.

THE WATCHMAN seems to think that we ought to have noticed certain heterodox utterances in a lecture on the Origin of Evil, or, "Whence came the Devil," given by Dr. McLean a short time ago in Brussels Street Baptist Church; but as we were assured from reliable sources that the number present was small, and that the exhibition of the learned lecturer's strange and unscriptural views met no response from the hearers, but rather repulsion, we deemed it unnecessary to make any reference whatever to the lecture. THE WATCHMAN is right in supposing we repudiate such notions by whomsoever propounded, even though from a Baptist platform. But our contemporary seems to be much interested, and has pursued enquiries so far on the subject that it announces startling discoveries which, if believed, may, we fear, operate very much against public travel and the reputation of the Government. It has discovered that the Devil has something to do with the management of the Inter-Colonial Railway, and further "that the general policy of the Mackenzie Government has a Satanic cast!"

Many, however, will suspect that our cotemporary's alleged discoveries are quite as far from orthodoxy and reality as Dr. McLean's medley of folly and misinterpretation; or that if they are not a myth, the WATCHMAN might rightfully claim participation on the score of acquaintance and kindred. But we ourselves cannot at present so believe.—*Christian Visitor*.

Rev. Mr. Armstrong rejoices our hearts by this earnest, though tardy, defence of the Devil from the attack of the Doctor. We felt that his heart was in the right place, but feared that his ill-judged silence would be misinterpreted by the Anti-Satan party. He, however, while repudiating the evidences we offer of Satan's presence among men, gives no evidence of his own. But we are content with this. We have no desire to pry into the good editor's reasons for his belief in the Devil, and accept his confession of faith as entirely satisfactory. But we must still regard the blundering course of the Government and its chief officials as strong evidence of the unsoundness of Dr. McLean's views.

MR. LUTTRELL, a Government railway superintendent, makes a practice of haunting the newspaper offices, both Government and Opposition. To Oppositionists he professes to be in sympathy with Sir John A. Macdonald's party; to Government men he is an out and out Government man. It would appear from the following letter from a correspondent in Nova Scotia that this Government official claims to have the power of modifying editorials in the Opposition Press before they have been given to the public. The probability is that this statement of his, like a majority of his statements, lacks the essential element of truth:—

MR. EDITOR: Just as Mr. Brydges was leaving Halifax the last time in his Palace Car, Mr. Luttrell steps on board, walks up to Mr. Brydges, rubbing his hands in that peculiar way of his, and with that peculiar smile, and says: "Mr. Brydges, it was a very fortunate thing that I came down. I went into the —— newspaper office, and they were all there. They had a wood-cut of you and one of the very worst articles that was ever written about you. I soon made it all right. You will see it came out only a mild little paragraph."

His statement was probably made out of whole cloth. It is not likely that there was any wood-cut of Mr. Brydges prepared, nor is it likely any Opposition editor would take his facts from Mr. Luttrell.

THE PRESS.—Robert McConnell, Esq., has taken control of the Halifax *Citizen*, as Editor and Proprietor. He has reduced the size of the daily edition, a change that is an improvement to the appearance of the paper. Mr. McConnell is a reliable Party man, being Grit to the back bone. Personally we wish him success.

DEATH OF HARRY PERCY TUCK.—All who know the Recorder and Mrs. Tuck will deeply sympathize with them on the early death of their noble boy. Though not quite fourteen years of age, he was nearly as tall as his father, and a singularly promising youth.—*Telegraph*.

—Turkey seems indisposed to make the terms which the Great Powers demand, although not quite as obstinate as last week. The aspect of the Eastern question changes daily, and it is still impossible to say whether peace or war is to be the issue of the Conference.

JUST LIKE THEM.—The Government scribes are hinting that M. Jette, a Grit M. P. for Montreal, will claim the judgeship vacated by the death of Judge Moudelet, and that M. Doutre's claims will be held in abeyance until a Judge Taschereau resigns. It is very like a Grit M. P. to shelf himself after a year or two of "public service," said service consisting in doing precisely nothing; but we can scarcely think that M. Doutre will again be passed over. What does the *Freeman* think?

[FOR THE WATCHMAN.]

FASHION NOTES.

The holidays with all their attendant festivities have come and gone, and while we have been catering to their needs by means of random articles on Christmas and New Year's gifts, calls, customs, etc., Fashion in its rightful aspect has been gathering to itself such a host of minor fashions, that we feel almost puzzled as to the most proper method of falling back to our old position of chronicler.

Now that the party season may be said to have fairly commenced, the newest models for

EVENING DRESSES

is about the most interesting topic we could name to a large proportion of our readers; therefore we suppose it is as fair a starting point for us as any other, although if we enter into the subject with the avidity of some of the modistes whom we have lately interviewed, it is more than likely that a few of THE WATCHMAN'S subscribers who may also happen to have the honor of footing the bills of fashionable daughters, will be inclined to look upon our efforts with anything but an approving eye. Fond paternals who still cherish recollections of the simple muslin or plain merino in which mesdemoiselle's mammas first engaged their youthful affections, are very prone to regard askance the the gauzy clouds of tulle, tarlatan, Algerine fabrics and chambéry, which enter so largely into the party costumes of the latter days of this nineteenth century. "Inordinate vanity! Terrible extravagance!" is the veto passed by the largest majority of mankind, especially father and husband kind, and yet in the very face of this veto, we are prepared to assert, with the full consciousness that the fact is indisputable, that this is in truth a more economical age than that wherein wide plain skirts, flowing sleeves and hoop skirts swayed the fancies of womanhood. A full plain skirt was plain in every sense of the word, but it opened no avenue for the strategy and contrivance which are the leading characteristic of our much befrilled, draped, fringed and otherwise ornamented demi-trains and overskirts. Young ladies' party dresses, in the days of the past generation, were no doubt anything but elaborate, but still if the lady were properly ambitious regarding the richness of her material, the ampleness of her skirts, the quality of her lingerie, and the nicety of all her other adjuncts, we are quite sure that her *tournure* would cost more than the entire price of a dress shown us during the last week, a ball costume so elegant that the ancients with whom we are making comparisons, would undoubtedly associate it with the Queen of Sheba or some one equally stylish.

The dress in question was a combination of ruby velvet, silk and ivory cream-colored crepe. The skirt, which was cut in a long fan shaped train, was of ruby silk flounced with velvet, and the overdress was a short-sleeved, high-necked polonaise, fastened diagonally with a cascade of ruby *faille* bows, draped unequally with larger bows of the same shade, and completed by a heavy fringe of cream-colored silk, headed by a border of moss and crimson berries. In all the velvet flounce, *faille* bows, neck and sleeve ruchings, and garniture of flowers were the only immediate outlay, the silk skirt being rather time worn and the crepe a Canton long shawl resurrected from an ancestral "chest of drawers." The make-up was no item in the bill, the wearer being also the maker; but, dispassionately, we record it as one of the most Worthian costumes we have seen for a long time; and even if any carping critic should endeavor to prove a fallacy on our part by suggesting that the crepe and silk had to be paid for at some period of their history, we can still hold to our point with regard to the taste, ingenuity and industry displayed in the combination.

We also saw a lovely pink tissue made over an old pink silk and trimmed with autumn leaves; a soft clinging evening dress of white cashmere, trimmed with peacock bands and worn over an underskirt of peacock blue silk; a white tarlatan that was simply the ground work of a small garden of rosebuds; lastly, an Aphroditish dress of *tilleul* gauze, trimmed with sprays of sea moss and worn with silver ornaments, including a necklet of silver filagree beads. The latter costume was pretty and unique in the extreme, but still, so far as individual taste is concerned, the very prettiest dresses our eyes rested upon were

PARTY DRESSES FOR LITTLE GIRLS

in and under their teens. Of course, at this juncture we might imitate the example of our elders by remarking that when we were children little girls thought their "go-to-meetin" dresses gay enough for almost any party; but having tried to get the "mote" out of others' eyes, we will not allow a "beam" to fly into our own; while more than this, the present style of evening dresses for children is quite pretty and simple enough to disarm criticism. For a girl of from thirteen to fifteen was a dress of white cashmere, trimmed with cardinal silk, cardinal ribbon bows, and cardinal and white buttons. In this the overskirt was made with a graduated flounce and a wide sash, both of cardinal silk, and the basque, the neck of which was cut in high Pompadour shape, was fastened at the back and brightened by the introduction of overlapping gores of knife plaited cardinal silk, set in the lowest part of the side back seams. Bows of red ribbon were sewed down the front of the basque, while the edge was finished by two pipings of cardinal and one of white. Another dress was of pale blue silk and white muslin. Yet another, for a girl of sixteen, had a skirt of bronze brown silk, with a short sleeved Princess polonaise of cream colored tissue, brocaded with brown. The addition of a wide seal brown sash, fastened at the side seams, and garniture of crimson fuschias, gave this dress a very *recherche* appearance; and yet our fancy lingered more strongly over a little dress that lay beside it. A dress of ecru cashmere, combined with pale blue silk and designed for a seven year old girl, going to that glimpse of fairy land, her first large party. This little robe was also nominally in the Princess shape, though a different Princess to the other, being gored plainly in the front, while the back was cut off below the hips and a kilted breadth set in to give fullness to the back of the skirt. The sash was added at the under arm seams and tied across the top of the cross seam. The cuffs, of blue silk, turned back from the hands; blue bows were placed at regular intervals down the front; a blue silk sailor collar reached nearly to the shoulders, and the *tout ensemble* was completed by a wide sailor collar of antique thread lace. Being acquainted with the small lady for whom this style was designed, we can readily imagine the sublime complacency with which she confronted her mirror when lace, bows and sash were put into position and a pair of ecru stockings and dainty slippers united in the general effect.

Other articles of apparel which are growing handsomer as the season advances are

LADIES MORNING WRAPPERS.

Some few months ago we spoke of Swiss flannel as the most desirable material for *robes de chambre*, but late experience has taught us that when flannel is used fashionable ladies do not wear their *robes de chambre* beyond their chambers, morning wrappers proper being made up of the daintiest colors and combinations. Thus, for instance, pale blue cashmere is often trimmed with white English embroidery; cream colored basket woven materials are trimmed with Smyrna linen lace and bows of brown matelasse ribbon; cardinal red cashmere is ornamented with needle work of Oriental design and coloring, and a sober iron gray is adorned with iron gray braid, piped with cardinal. Cardinal enters extensively into the make up of many wrappers, though some *blasé* dames are growing so weary of this universal idea that they are trying to adopt such combinations as *Holbein* green with sky blue, which latter is as atrociously ugly as it is odd. The outlines of fashionable wrappers are the same in almost every instance, being not too full at the edge of the skirt, hanging absolutely plain in front and at the sides, and having all the fulness in the Princesse pleating behind. Flounces on the bottom are not so much used as formerly, and the most stylish robes are worn without belts; they slope in with the outlines of the waist, do not fit too closely and really do not need belts.

When worn upon wrappers, and they are worn universally, ribbon bows are made with very long loops and of two colors, one end and loop being the color of the garment, the other of the trimming. Square bows are set on the wrists and pockets, the pockets being also square and very far back on the side seams. A wide sash of ribbon crosses the back to conceal where the pleating begins and the plain part leaves off, and this sash is tied in a loose easy bow like these seen on children's Princess dresses. Wrappers made after this pattern are dressy enough for the most stylish morning wear and have the additional advantage of suiting nearly every figure.

The last subject to which we afford attention this week is

HAIR DRESSING,

a subject of infinite importance to all grades of civilized womanhood. The very newest mode prophecied, and by this time, no doubt, practiced, by Parisian fashion dealers, is called the Titus coiffure and demands that the hair be cut and worn in short curls all over the head. For young ladies with poor or broken hair this would be a very convenient fashion, but we doubt very much whether any woman having hair which might literally be called a crown of glory, would be willing to offer on the altar of fashion the sacrifice of shorn locks. True, a critic in a neighboring journal (we suppress the names, having learned caution from the perusal of late and virulent newspaper controversies) says that "if fashion so willed it, fashionable women would not scruple to cut off their noses," but, unnecessary to add, this critic is a man, so called, and more than that, bad as his idea is, we have discovered it to be a plagiarism upon an ancient rhyme by Mother Bunch:—

"Said Aaron to Moses,
'Let's cut off our noses;'
Said Moses to Aaron,
'Tis the fashion to wear 'em.'"

Other authorities on hair dressing state as a fact that enormous scaffoldings of false hair, rats, coils and curls are also to be re-introduced; but we think this rumor too bad to be true. We remember the "thousand natural ills" which this kind of head-gear is "heir to," and thus we make a covenant with ourselves to prefer the name of Dowdy for ever, rather than to follow in the wake of this odious fashion. Saying nothing of the ugly sensation imparted by loading our heads with other people's hair, the trouble of erecting and pulling down such a structure is so excessive that anything like a lazy woman must feel tempted to copy from the example of Queen Elizabeth's court ladies, by keeping her hair up for three weeks. This is bad, unspeakably and disgustingly bad as an example, and yet, as a general thing, Fashion runs so wildly riot in the arrangement of hair that we need not be surprised at anything that may be produced in this way. The Virgin Queen with her eighty wigs and passion for red hair, or the ladies of George IV's time, with horned peaks of hair showing beneath their enormous caps and bonnets, are in the main no more absurd than the ridiculous waterfalls, padded frizzes and banged hair—otherwise "idiot fringe"—that have disfigured and in fact still disfigure many of our modern belles. The simple Grecian coil and Catagon braid have been in usage for so long a time that soon they must necessarily die of old age; nevertheless, they are both so becoming and sensible that if our advice were at all weighty, we would adjure our readers to retain either or both until some fashion at least equally pretty is inaugurated. All of this is presumptive rather than corroborative, but we are doing our remarks in a lump this week, having a foreboding that by next week we shall have such an influx of hard facts to give to the public that mere personal ideas will perforce be entirely suppressed.

MANAGEMENT OF THE INTER-COLONIAL RAILWAY.

TICKET AGENCIES.

The St. John agent for the sale of Inter-Colonial Railway Tickets has had a snug thing. The Government pay him $1500 a year for selling their tickets, besides $100 a year for office rent, and allow him at the same time to sell for rival routes. These other railways pay the agent a commission. Being certain of his salary from the Government his interest lies in increasing his income and working up the sales of tickets by these rival lines, from which he receives commissions. The Government Ticket Agent is also sole agent for Western Extension, the Grand Trunk, and several United States roads carrying passengers to the West. Within a few days past this arrangement has been the subject of a good deal of comment in business circles.

TORRYBURN STATION.

Passengers who are obliged to wait at Torryburn station complain of a want of protection from the biting cold and winds of this season of the year. The station building—a mere apology for a station,—has been allowed to go to pieces. At the best it is a dreary and exposed place wherein to wait for the oft delayed trains of the I. C. R., but at present it is particularly so through want of ordinary repairs and attention by the Management. For female passengers, especially, it is about the most uncomfortable look-out that can possibly be imagined. We fulfill a promise to aggrieved passengers by calling public attention to the defects of the shanty, and now we trust the Management will give the matter *their* attention.

"ACCOMMODATION."

The railway Management, at the request of J. & J. Miller & Co., placed a large platform at the north side of the South West Bridge (Miramichi) for the accommodation of shippers generally, promising that the accommodation train should call for freight or passengers when signalled. Large quantities of fish are now offered at that locality, but the uncertainty in regard to the trains calling induces shippers, rather than suffer disappointment, to haul their freight to Newcastle Station, or three or four miles further. The papers are calling on the authorities to keep their engagement with shippers.

[From the Halifax Chronicle, Dec 30.]

RAILWAY ACCIDENTS.—Accidents on the Intercolonial Railway have been unpleasantly frequent lately, and it has been hinted in the press that some of them have been caused by railway officials being under the influence of liquor. The public will expect the railway managers to have the late mishaps carefully investigated, and to deal promptly with any official whose misconduct may have caused the accidents. For the particular offence hinted at in the press—drunkenness—there should be no pardon in the railway service.

[Telegram to the Daily Telegraph.]

HALIFAX, N. S., Jan. 2.—The mail steamer *Peruvian* arrived this morning with the English mails. They were immediately despatched by special train, *which reached Truro in sixty-two minutes after leaving North street station—a speed of a mile a minute.*

[From the Halifax Witness, Dec. 30.]

Express trains are expensive. It takes three times as much power to make a train travel forty miles as to travel twenty. It takes five times as much power to travel sixty miles as to travel twenty.

[From the Pictou Chronicle Dec. 29.]

THE LOCAL TRAIN.—A correspondent at Hopewell calls our attention to the scant accommodation furnished the people of that place and vicinity by the present train arrangements, as between Hopewell, Stellarton, New Glasgow and Pictou. He says:—"The latter place we cannot reach and return the same day; in New Glasgow we have only 55 minutes at best, and when, in consequence of delay, the trains cross at New Glasgow we run the risk of having to walk home." The remedy suggested is that the train should run up to Hopewell in the evening, so that parties going down by the freight train could return home that evening.

[Correspondence of the St. John Daily Telegraph, Jan. 2.]

A COMPLAINT FROM SUSSEX.

To the Editor of the Telegraph:

Your valuable paper is well known to be a good medium through which questions of a public interest may be asked with a certainty of eliciting an answer. Will some one be kind enough to state whose business it is to keep the platforms and their approaches at the Sussex railway station in a proper and passable state? for certainly they not only present a very slovenly appearance, but they are actually unsafe to venture on. It is to be hoped this state of affairs will not be allowed to exist. And, while writing, I may as well state that I left a few of my lady friends in the ladies' waiting room for a short time the other day, and on my return I found them wading in the snow on this miserable platform, they preferring to do so rather than endure the stench of the water closet.

A CONSTANT READER.

Sussex, Dec. 29.

SIXTY MILES AN HOUR ON INSECURE RAILS.

[Halifax Herald, of Wednesday.]

FAST TRAIN.—"Beware, beware, for I come in my might," may well be the song of the engine used to take the mail train from Halifax, for it yesterday made the run from North street to Truro—61 miles—in 62 minutes; and this in the face of a snow storm which must have rendered the rails less secure than in dry weather.

[From the same.]

Of the Intercolonial trains, the Quebec train, due at 1.30 p. m., did not arrive until 5.45. When it reached the North street station, the engine gave evidence of the fierce storm it had passed through. The engine and tender were completely covered with snow, it being virtually piled into the different parts of the machine. By some means the pin connecting the engine with the passenger cars jumped out, and the engine came up to the station while the passenger cars were left under the Campbell Road bridge. The driver, in fact, came in like Little Bo Peep's sheep, and was compelled to go back for his lost appendage. The train from St. John, due at 8.30 p. m., did not arrive, as it was delayed at Thompson station. The exact cause of the delay was not ascertained, but it is believed to have been through a freight train being snowed up. It arrived at one o'clock this morning. The storm must have been a fierce one along the line.

COAL FAMINE CREATED BY THE INTER-COLONIAL MANAGEMENT.

[From Chatham Advance, Jan. 4.]

The Spring Hill Coal Company established an agency at Chatham last autumn, and the agent has prepared for the housing of coal. We learn, however, that just at the time when he wishes to get coal for the purpose of stocking up and supplying customers, he is informed that it will be sent on "as soon as possible, as the Railway has been taking its store of coal." We are under the impression that the sooner the Railway and Coal Company arrange their transactions differently the better it will be for both. There was a belief in Chatham that with the opening of the railway the people could be supplied on reasonably short notice with Coal by the Spring Hill Company, and they, therefore, did not lay in their usual stock. The Company having by its advertisements created this belief, it ought, in all fairness, to make an effort to supply its agents, and the Inter-Colonial should not, because it failed to obtain its supply at the proper time, take charge of the mine to the disappointment of those who are paying it large amounts in the shape of freights. It will occur to almost any one having any idea of business that the Railway should have secured its store of coal during the summer and fall, so as to avoid obstructing and injuring its own traffic. When, however, it failed to make such ordinary provisions for its own supplies those responsible for the omission should not step in and entirely stop the supplies of others.

NIGHT ACCOMMODATION FOR PASSENGERS AT MONCTON.

[From the Times.]

A correspondent writing on New Year's Day, says:—

I was unfortunate enough to be on the Halifax train on Sunday morning last. When we arrived in Moncton, the car was very cold, so much so that the ladies and others in the car were gathered about the stoves, in which was no fire. There was a man asleep on my overcoat that looked like an official, and I asked him if he made fires in that car and he said that he did. I then left the car to find fire to warm myself in the station. I first visited the general waiting room, where among other things I found laths, boards, sawdust, a barrel of water and two officials asleep on some more laths, and two lanterns, a part of the glass in the door broken out and the wind blowing in at a fine rate. I then went to the ladies waiting room, where I found a number of ladies and gentlemen, and they were also trying to warm themselves over a cold stove. I took the coal scuttle and went to the general waiting room and brought coal and made a good fire. I then sent a gentleman to the car that I had left to invite the ladies to share the fire, which invitation they gladly accepted. In about an hour I returned to the car and found it moderately warm. Having gained possession of my overcoat I lay down and went to sleep. How long I enjoyed that happiness I cannot tell but I was aroused by a lady complaining to a fellow-passenger that somebody had turned her out of the waiting room. I immediately went out and found the doors of the ladies waiting room locked. I went around to the Train Despatcher's office and there found the individual that appears to have charge of the station. I ordered him to open that door in language more forcible than elegant, which he did after a short delay He then came to the car and told the lady that she could come back, which she refused to do.

[From the Times.]

As to careful investigation of the mishaps, such a thing is not done. When a serious accident occurs, some one is discharged and no further enquiry made. The collision at Bartibogue was disposed of in this way, though it is said that the officers of the down train were also to blame for having no head-light and in other particulars. The collision at St. John resulted in the temporary removal of the driver to another branch of the service from which he will no doubt be taken and restored as soon as the public have forgotten about the accident. In this case some of the superior officers were also to blame, but they were shielded. Nothing would more clearly show the inefficiency and dishonesty of the Railway Management than the manner of dealing with accidents of all kinds, if all the facts could be brought out.

[From the same.]

In another issue, the *Telegraph* explains how it happened that the St. John express left Moncton as the Northern train was coming in. It says the wires were down and no one could tell when the Northern train would be in. This would be a reasonable explanation were it not that *the Northern express was in the yard, and at the platform before the other started.* Passengers say they could have crossed the platform and got on the St. John train if they had suspected it was leaving. The arrival of the Northern train must have been known to nearly all who were at the Station, including some of the officers of the St. John train, and the departure of the latter, under the circumstances, is simply proof of want of discipline and of the presence of that "don't care" spirit which the want of energy and vigilance on the part of the Management is sure to produce.

[This is not the first or the tenth time that the *Telegraph* has published downright untruths on the authority of the Railway Management. ED. W.]

OUR BOOK TABLE.

THE PRATTLER: edited by Uncle Herbert. Toronto, Belford Bros.; St. John, H. R. Smith.

This is a beautifully illustrated juvenile book for boys and girls. It is superbly got up, and the pictures and reading matter are beautifully arranged and cannot fail to please the little people for whom it is designed. The American edition of this story book has had a very large sale, and the Messrs. Belfords' edition, by special arrangement with the Lippincotts of Philadelphia, should receive a warm welcome wherever there are children, in every Canadian home. The cloth copy sells for $1,50 but there is a cheaper edition at a dollar.

MAD-CAP VIOLET, by William Black. New York. Harper Bros.; St. John, J. & A. McMillan,

Mr. Black's fame as a novelist of the higher class is world wide. All of his stories are admirably written and hold a fine place in literature. His latest work is the book before us—a robust and healthy novel, full of character and dash, and sparkling with graphic and dramatic incidents and life. "Mad-cap Violet," while not destined to be as popular as "A Princess of Thule" or "Daughter of Heth," is vigorously written and will have many admirers among those who like to read manly novels written by manly men. The story has a sad ending, but it is a charming romance nevertheless, and full of interest and power.

The Sanitarian, and Organ of the Medico-Legal Society, is a 48 page monthly, "devoted to the preservation of health, mental and physical culture." Dr. Bell is editor and publisher, the office being 82 Nassau street, New York. The following is the table of contents of the January number:—*Public Health Reform*, by J. R. Black, M. D.; *Sanitary Carbon; Civic Cleanliness,—Boston*, by E. H. James, M. D.; *Village Drainage; Directions for Preventing the Spread of Infectious Diseases*, by L. M. Maclagan, M. D.; *Insanity in the United States; Medico-Legal Society Proceedings—Personal Identity*, by James Appleton Morgan, Esq.; *Calisthenics; Antiseptics in Surgery; Editor's Table*—The Public Health, Foreign Statistics, Bermuda, Brooklyn's Recent Calamity, Fire on the Hearth, Student's Lamps, Improved Garbage Boxes; *Literature*—Texas Medical Association, Tennessee Medical Society, State Lunatic Asylum, N. Y., etc. The Directions for preventing the spread of Infectious Diseases are alone worth ten times the price of the magazine, which is $3 a year. The articles are all practical and clear.

AMUSEMENTS.

W. J. Lemoyne and Troupe played in Salem, Mass., Jan. 1.—E. A. Sothern and associates are in Chicago.—The Katie Putnam Troupe were in Paris, Illinois, on the 2nd.—Lucille Western is playing this week at the Walnut, Philadelphia.—Oliver Doud Byron was in Cincinnati on New Year's Day.—Frank Mayo plays in Chicago on Monday next.—Maggie Mitchell and Troupe are at Dayton, Ohio.—Miss Marion Fiske has been playing at Niblo's, with the Kiralfys, in the spectacle of "Azurine." The *Sunday Mercury* says of her appearance in the part of "Eolin":—"Miss Marion Fiske, although possessed of a very fine voice, appeared sadly deficient in stage experience. Her action often verged upon rudeness, which she evidently mistook for jollity. Eolin, as portrayed by her, seemed to threaten a jig at every step, and constantly wrestled with a pair of busy but ungraceful arms and hands. In the original, Eolin is depicted by a fine coquettish, dashing girl, with a keen sense for humorous pranks while invisible to the mortals on the stage. Miss Fiske has also mistaken the style of costume proper to the character. It should not be a Roman tunic of alarming brevity. On the contrary, her physique would bear a more ample covering, with much advantage to her general appearance. This lady is yet on the outer threshold of her profession, and has much to learn; therefore, while appreciating her devotion to the stage, something is here kindly suggested for her reflection and in the interests of good taste."—The Barnabee Concert Troupe appeared in Chelsea, Mass., on Wednesday, and the Smith-Whitney are advertised for Aurora, Ill., Jan. 8.

Theodore Tilton lectured in Brandon, Oneida and Lockport (N. Y. State) this week, and H. W. Beecher at Saratoga, Rome and Johnstown, in same State. Beecher charges $500 a night; Tilton $350. It is understood that the parties who brought Tilton to St. John and Fredericton, N. B., lost $500 in the two nights. The receipts in St. John were about $75, and in Fredericton only $13 or $14.

Prof. S. S. and Clara Baldwin appear at the Academy of Music on the evenings of Monday and Tuesday of next week.

Frank Hussey takes a benefit at the Academy of Music on Thursday evening next.

Neil Warner is at the Royal Opera House, Toronto.

JAMES GORDON BENNETT, Jr., is achieving unsavory notoriety. On our outside pages we record his prowess as a brawler, and now there comes the intelligence that on the 4th inst. "James Gordon Bennett, of the *Herald*, was publicly whipped by Fred. May, brother of his betrothed, on Fifth Avenue to-day. It is stated that the marriage was to have taken place this morning, and Bennett did not appear."

BUSINESS NOTES.

FLOUR has again advanced abroad. Although no changes have been made in prices here, holders are firmer. The stocks held here are large, with a light demand.

FREIGHTS.—Neither Deal nor Shook charters to report this week. Rates unchanged.

Meetings of Creditors: Jonathan Kennedy, York Co., Jan. 13, at Fredericton, to consider offer of composition.—Mary F. Allan, St. John, C. A. Stockton's office). Jan. 19.—W. H. Knowles, Saint John, to appoint assignee, Jan. 12.—Thos. Dearness, ditto, Jan. 12.—R. Spillane & Co., do., Jan. 11.—Hilyard & Armstrong, ditto, Jan. 11.—W. H. Olive, ticket agent, St. John, to appoint assignee, Jan. 26.—D. E. Leach, billiards and liquors, St. John, do., Jan. 25.—Thomas O. Mahoney, St. John, do., January 26; owes $14,500, assets $11,000,—will probably pay 50 per cent.—W. C. Gibson, St. John, Jan. 20.—W. J. Williams, Newcastle, Jan. 25.—J. B. Belyea, (at A. Everett's office, St. John,) Jan. 19, to consider compromise of 25 p. c., in 6, 9 and 12 months.—J. Newton Wilson, St. John, Jan. 25, to appoint assignee.

Applications for Discharge: Jas. Humble, York Co., Jan., Feb. 3.—John and James Crawford, St. John, Jan. 22.—Hoyt and Hendry, Sunbury, Jan. 29.—Cooper and Campbell, York, Feb. 5.—R. R. Sneden, St. John, Jan. 15.—Manuel Wallace Francis, St. John, Jan. 22.—John J. O'Donnell, St. John, Jan. 22.—John B. Hammond, St. John, Jan. 8.—John C. Murray, Charlotte, Jan. 13.—G. J. & T. A. Peterson, York, Jan. 17.—Richard Heffer, St. John, Feb. 12.

Attachments: William Peters *vs.* James H. Powell, Kent Co.—Geo. H. Ruel *vs.* John McSherry, St. John.

New Businesses.—William Currie, general trader, Glassville, Carleton Co.—George Gibson, grocer, Windsor, N. S.—Donald McIsaacs, hotel and general store, Charlottetown.—J. W. Mitchell, printer and publisher, (late firm of Laird & Mitchell).

—Moss Michaels, cigars, Prince Wm. St., failed. —William Agnew, liquors, Charlotte St., sold out by Sheriff.—Stilwell & Goggin, hardware, Germain St.; writ of attachment by Bank of New Brunswick; meeting of creditors held Jan. 4th. They claim to want simply an extension of time. Liabilities $7,500.—Hilyard & Armstrong's total liabilities are stated at $80,264,—$30,000 of which is secured to certain creditors, including Hilyard Bros. of Portland.—W. H. Olive's liabilities are placed at $17,000, on which he offers 25 p. c., payable in 16 months. Several parties are around with petitions for signature recommending them to the Government for Mr. Olive's I. C. R. Ticket Agency.—Thomas O'Mahoney, Carleton; liabilities $14,500; probably pay 50 p. c.—Valentine Graves, commission merchant, Nelson street, assigned; liabilities $8,000 to $10,000; assets small. —Jas. T. Kirk, grocer and auctioneer, has removed from Indiantown to Y. M. C. A. Building, Charlotte street.

—A general meeting of the Shareholders of the Maritime Warehousing and Dock Co. is called for Saturday, the 20th inst.

—E. McLeod is appointed assignee for W. H. Blatchford, builder, St. John.—W. T. Rose, Saint Stephen, for George E. Sands.

—James H. Powell, tanner, St. Mary's, Kent Co., has assigned.

—Dr. E. H. Blackly, Cliff street, the "Electroid" Physician, has gone to Halifax, and his "friends" are looking vainly after him. He owes for furniture, carpets, grocery, stationary, crockeryware, coaching, printing and advertising—total nearly $1,800; and all he has left behind is some furniture which is held by bill of sale to a prominent dry goods house. Creditors will fare badly. The doctor has, it is given out, a daughter married to some nobleman, and she has just been presented "at Court." As the doctor is said to have taken his passage per last English steamer we presume he intends to be "presented" also.

—A Mr. Crowe, of Pictou or Truro, put in the lowest tender for the St. John Breakwater. It is reported he can not put up the necessary security, and that arrangements will be made to have the work done by Portland and Sunbury contractors.

—Andre Cushing & Co. offer a quantity of white pine deck plank for sale low.

—The business failures in St. John for 1876 numbered 78, for $740,854.18, against 177 failures in 1875 for $3,663,708.42.

—The lumber shipments of St. John to the United Kingdom and continent for 1876 were 192,005-894 superficial feet of deals and 15,259 tons of timber. Miramichi shipped over 116,762,861 feet of deals, 5,000,000 palings and 4,085 tons timber, during the same navigation season.—*Advance*.

—The Halifax Fire Insurance Company has declared a half-yearly dividend of 7½ per cent. The Bank of Yarmouth will pay a half-yearly dividend of 5 per cent. on the paid-up capital on the 1st of February. The Bank of Nova Scotia has declared a dividend of four per cent. for the half-year ending Dec. 31st. The Acadia Fire Insurance Company has declared another dividend of 7½ per cent. making 15 per cent. on last year's business.—*Chronicle*.

—The *Northern Light* (P. E. Island winter steamer,) has got clear of Charlottetown harbor and is endeavoring to reach the Nova Scotia side of the Straits. Captain Sewell (her builder) and several Quebec parties have come down to take charge of her.

—Messrs. J. & J. Miller & Co. now have teams employed hauling barrels of extract of hemlock bark from their factory at Millerton to the platform station at the Southwest Bridge. Within one month, they intend to have ready for shipment to the United States fully twenty five hundred barrels.—*Newcastle Advocate*.

—Dr. T. W. Carritte has removed to Amherst.

SHAW BROTHERS.—A correspondent of the *Northern Border*, of Bangor, says:—

"The large, new tannery, which has recently been erected near Houlton by the Shaw Brothers, counts them six which they now own and run in Eastern Maine. Besides these they have five others in different parts of the Dominion. These large tanneries, all combined, furnish a large amount of labor directly and indirectly; and the work of bringing the raw hides to the tanneries and carrying back the finished leather constitutes a large and profitable business for the railroads."

Shaw Brothers appear to understand the manufacture of leather thoroughly. It is said that by the recent rise in the price of leather they have netted a million of dollars.

BETTS' COVE COPPER ORE MINES.—The copper ore mines at Betts' Cove, Nfld., appear to be prospering. Arrangements can now be made for tonnage to load at Betts' Cove next spring. Vessels to be at Betts' Cove as soon as ice permits, which will be in May. The company can easily have 20-000 tons on the wharf this winter, and as a second wharf is being built, can load three or more vessels at a time. They can safely load 500 or 600 tons per day, and can contract to ship 40,000 to 50,000 tons of ore during the coming season,—direct port for discharging, Swansea or Liverpool, increase freight at charterer's option. Vessels will load in time. The agent can also charter vessels to load timber and lumber at either Windsor or Halifax, N. S., for Betts' Cove Mine, and then take ore from thence home. Vessels carrying from 400 to 800 tons are preferred. Mr. John Melick, Water street, is the agent here.—*Globe*.

HOUSES TO RENT.—Enquire of James Henderson, Donnelly's building, corner of Princess and Canterbury Sts.

—William Bowser, Esq., for many years postmaster of Richibucto and a merchant of that town, has died in Hull, England. Mr. Bowser was very favorably known to many in St. John, having resided here for some time after leaving Richibucto and before removing to Hull.

FOR ENGLAND.—A. F. Randolph, Esq., President of the People's Bank, Fredericton, has gone to England on business.—Henry O'Leary, Esq., M. P. P. for Kent, is also on his way to England.—George McLeod, Esq., M. P. for Kent, went in company with Mr. Randolph.

—The railway train service of the Upper Provinces has been completely demoralized this week by the strike of the engine drivers, who abandoned their trains at a certain hour at night, wherever they happened to be. Public indignation is unbounded. After interrupting railway and mail communication for the greater part of a week, the strike ended by the Grand Trunk Company yielding, in the public interests.

—Commodore Vanderbilt died in New York on Thursday. His estate is valued at one hundred million dollars.

THE GOVERNMENT PAPERS are now denying what they published a few days ago,—that the English mail train was rushed on Tuesday in a snow storm at a mile a minute. The first statement was the newspapers' own and was probably correct. The denial is of official prompting and is probably as unreliable as other official statements from the same quarter. A mile a minute is not uncommon on the Government road.

NO INFORMATION of the whereabouts of the mail trains can be obtained at the St. John Post Office, the railway authorities refusing all specific information. This is a long suffering community.