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The Watchman.

ST. JOHN, N. B., SATURDAY, JAN. 20, 1877

A WINTER PORT.

There ought to be a distinction made between Halifax as a point at which English mails should be received and despatched in the winter of 1876-7, and that "Winter Port" for the Upper Provinces which has been so much talked of. We think it is only right that the experiment of transferring English mails at Halifax should be tried, even in the present winter when, according to the experience we have had, the Inter-Colonial is shown not to be sufficiently protected from winter storms and the management is very inefficient. We dare say there is some gain both to mails and passengers by landing at Halifax compared with landing at Portland. It does not follow, however, that Halifax is or ever can be *the Winter Port* of Canada. Doubtless, for the receipt and shipment of Upper Province freight Halifax is an impossibility. Vessels will not go to Halifax seeking freight, dependent solely on the chance of a cargo coming from the Upper Provinces, nor will they charter to Halifax at reasonable rates, trusting solely to such an accident for return cargo. The uncertainty of obtaining a cargo will always make freights to or from Halifax abnormally high. Not so with St. John, for here ship or steamer will always find a cargo of wood goods, ready to be stowed at a moment's notice. The most expensive steamers that sail the ocean, after delivering cargoes of the finest and most expensive merchandize in Portland or St. John, have gladly loaded here a cargo of deals for Europe, receiving a remunerative rate of freight. This is an advantage St. John will always have over any other Maritime port, and it is an advantage which will be found to increase in importance the more the subject of winter ports is discussed. But there is another reason why St. John, after certain railway connections are made, must stand pre-eminently above all rivals as a winter-port for freight purposes. With the Lake Megantic Railway completed, St. John is nearer to Montreal and Toronto by several hundred miles than Halifax or any other port in the Maritime Provinces that has the slightest accommodation for shipping. When this "short cut" is completed, St. John will necessarily be the winter depot for Upper Province freight. As regards passengers, a port east of Halifax will, no doubt, ultimately be selected. The sea voyage will be greatly shortened by European passengers taking or leaving steamer at any Whitehaven or some other port near the Strait of Canso. The course of travel would then be from Toronto or Montreal by Grand Trunk to Sherbrooke; thence in a nearly straight line on Lake Megantic to the E. & N. A. Railway at or near Lincoln in Maine; thence to St. John, and on by Inter-Colonial to New Glasgow, and across the country to Whitehaven. The "missing links" are being supplied, excepting the 60 or 70 miles out from Whitehaven, but this portion of the great through line will soon be forthcoming when it alone remains to be built. The idea of making Whitehaven the European passenger depot is rapidly making headway.

THE LANCASTER LANDS!

On the 6th inst. the *Telegraph* published a copy of Alderman Duffell's report on the present condition of the Lancaster Lands, the property of the Corporation. The laudable object of the report appears to have been to re-assure the citizens of St. John in regard to the value of that property, and, incidentally, to justify the character of its management by the St. John Corporation. Mr. Duffell appears to have shown more industry than many of his predecessors, in the position of Chairman of the Lancaster Lands Committee: he has, at the same time, put on record certain facts and figures which, supply material for strong condemnation of the Corporation's management of these Lands.

Mr. Duffell justifies the purchase of the improvements of the Lewin Lot, known as Lot No. 9, and the cancelling of the lease in 1872, alleging that if the purchase had not then been made, "this large tract of 125 acres would have passed away from the city forever for a sum which is only the interest on about $800, while it now belongs to the city," etc. He shows that the total income from the Lancaster Lands,—that is, from the whole of them, say 825 acres—is $3,180; total charges, $2,768.

But the statement of the yearly income and expenditure of the Lewin Lot, or No. 9, according to Mr. Duffell's figures is as follows:—

The Moore property, 1 acre, to James Manchester, - - - - -	$1 00
The Thompson house and 7 acres, Geo. Notman, - - - - -	60 00
The Stevens property, vacant, - - -	170 00
The Brown property, to 1st May next free; to Samuel Long next year, -	00 00
The Melrose property, John S. Fraser, to 1st May next, $50, next year, -	100 00
The Huggan property, 2 acres, Jas. Notman,	140 00
The Noar property, Geo. Little, - -	100 00
The Shanks property, McBride, - -	60 00
The Shanks " Jas. Gray, - -	50 00
The Murphy " McLaren, - -	36 00
The Dooley " Cooper, - -	50 00
	$827 00

The expenditures chargeable to this Lot, No. 9, are as follows:—

Interest of $23,000 debentures at 6 p. c.,	$1,500
Insurance on buildings, - - - -	193
School and County rates ($526) say one half of these levied on No. 9, containing the Corporation buildings, - - -	263
	$1,956

According to Mr. Duffell's figures, the City of St. John loses about $1,130 a year by the transaction. As a matter of fact they have lost a great deal more. Mr. Duffell, it will be observed, avoids stating what the Corporation has received in the way of rents from these houses in the last three years; he does not even give particulars of rents received *this* year. (We must wait for the publication of the City Accounts for full information on those points.) The Alderman merely tells us what is to be received *next* year.

The truth is that little or no rent has been received from the Thompson property. Mr. Notman, altho' down for this house at $170 a year, must have entered it, if at all, very late in the year, as he resided in and paid rent for the Huggan house. It is quite safe in calculating the rents for this year, to put down the Thompson house at *Nil*. The Stevens property has brought in nothing at all since the Corporation bought it. The Brown house has not brought in a dollar this year, or any year since it fell to the city. The Nelson property realized only some $50 this, whatever it may do *next* year. One or two of the small properties in the rear, which are all down as tenanted, were certainly empty during a part, if not most, of the year. There should be deducted from the $827 a year set down by Alderman Duffell as income, at least $400, leaving something over $400 as net income—and even this sum may be found in excess of the actual receipts, leaving the City a loser by $1,500 to $1,600 a year by this single transaction.

If our estimate, then, is fair,—and we would like Alderman Duffell to correct anything he sees amiss in our figures—it would seem that the condition of this lot alone is sufficient to turn Alderman Duffell's supposed "balance of $411 to the credit of the Lancaster Lands" into a deficiency of about $1,100 a year. And it should be understood that 1876 was the *best* year for income since the Corporation bought the tenants' improvements. The other years since 1872 simply showed disbursements without income,—the whole loss for four years for interest and expenses being about $6,000, to say nothing of the depreciation to the houses caused by their standing empty both in winter and summer.

☞ The *Freeman* will have attention next week.

MANAGEMENT OF THE INTER-COLONIAL RAILWAY.

THE RAILWAY CAR CONTRACT.

It was known that the Dominion Government, through Mr. Brydges, sent notice to a few parties, inviting them to tender for the construction of three hundred freight cars. That is to say, after the tenders went in it was publicly known that such action was taken, but as a matter of fact no public notice was given, no tenders were invited publicly, although there was no prospect of the disbursements in the case being under $150,000. Why this course was adopted we do not know, unless it was intended to have the contract awarded "where it would do the most good" to "the Party." Of course, a leading house like James Harris & Co., of St. John, who had an excellent reputation as car builders, could not very well be shut out, especially as it is a political power in Mr. Burpee's Town of Portland, and accordingly Messrs. Harris & Co. were notified. The tenders were a long time in the hands of the Government, a long time after the date assigned for their receipt, before any announcement was made or any satisfaction could be obtained,—at least in this quarter. Finally it transpired that three tenders were very nearly alike. James Harris & Co.'s tender was very low, but a London, Ontario, house was a shade lower, and a Cobourg firm a slight shade lower still. To show how "fine" the process was we make a relative,—not an exact,—comparison:—

James Harris & Co., say,	$530 per car.
London firm,	525 "
Cobourg firm,	524 "

Now, Harris & Co.'s figures were extremely low, and we can understand how another firm might tender a round sum of $5 lower, but how a third firm should happen to go just *one dollar* lower than any of its competitors on a $524 offer, or a difference of only $300 on a gross sum of $157,200, is passing strange. Whether a little bird whispered in the ear of the successful contractor, or there was something in the air that suggested to the Government to place its contract where it most needed political support, to wit, the Province of Ontario, will probably never be known until some desk-riding, office-robbing, secret-buying Party arises to elevate afresh the standard of public morality. Meantime there remains a mystery which "no fellow can understand."

"ECONOMICAL" MANAGEMENT.

Car loads of flour—which is the principal article of freight brought by the Inter-Colonial Railway to the Maritime Provinces,—can be removed from Grand Trunk cars at River Du Loup to the I. C. R. at a cost of fifty cents per car, and the delay would amount to very little when added to the eight or ten days which freight already takes in coming from Ontario. But Mr. Brydges, instead of paying the fifty cents, is paying mileage each way for the use of the Grand Trunk cars at the rate of a cent a mile or $9.60 per car for every car so used, for each round trip. Of course, most of the cars return empty. The Grand Trunk's mileage charge, therefore,—as we had previously pointed out—makes a large hole in the I. C. R's. proportion of through freight. It may be said by apologists for Mr. Brydges that the Grand Trunk cars must be used because the Inter-Colonial Railway has not a sufficient equipment of box cars. If this is the fact, whose fault is it? Why was there not proper equipment when the road was opened? Mr. Brydges knew a year before-hand, to a week, when the road would be opened through: then why did he neglect to provide the necessary rolling stock and thus leave the people's railway liable to pay the Grand Trunk such heavy sums for the use of its rolling stock?

FREIGHT BUSINESS AND APPOINTMENTS.

The Fredericton *Reporter* says, and perhaps believes, that the freight business falls off on the Intercolonial, and that a clerk worth $600 a year could do all that the general freight agent and his lately appointed assistant have to do. The freight business on the Intercolonial so far exceeds all expectation that the rolling stock, which was thought more than sufficient, has proved insufficient and an increase in that part of the staff which manages the freight business was probably found necessary also.—*Freeman.*

This shows exactly how much the *Freeman* knows of what is being done on the Inter-Colonial. The extra assistant to whom the *Reporter* refers is, no doubt, Mr. C. D. Thomson, a very worthy official whom Mr. Brydges dragged from a good position at St. John station, that of Ticket Agent, under pretence of making him Cashier at the Moncton head-quarters. Mr. Thomson was Cashier a day or two; then he was displaced. Again it was given out that he was "all right," and the next day he was turned out for good. Mr. Brydges fashion, without the sanction of the Government. Mr. Thomson was left to drift for a while, and at last found refuge in the Freight Agent's office, a very uncomfortable position, as he holds the place on sufferance only, having no special duties, the freight officials being generally reduced instead of increased in winter. From this plain statement of the facts it will be seen that the *Freeman's* theory, that the appointment of an extra official was rendered necessary by an increase in the freight business, is manufactured to meet the *Reporter's* charge.—We merely add in this connection that the whole freight business of the line has fallen far *below* expectations, and, indeed, has been so bad that the system of publishing monthly returns has been entirely abandoned.

MOLSON'S BANK.

It is known that Mr. Brydges has caused a branch of Molson's Bank (not the "Mechanics,") to be opened at Campbellton. For the benefit of this private banking corporation the Government of Canada, through Mr. Brydges, has put the country to the expense of an extra building at that place. The large brick station was ample both for the uses of a station and a restaurant, and was so occupied. But one day orders were given for the erection of another large building, altho' it did not appear to be needed; and then it was given out that this was to be the restaurant. The building was erected, and instead of the vacant portion of the station being devoted to railway purposes, Molson's Bank Agency was established in the building. Not only so, but the Government and people of Canada have furnished the expensive safe for the Bank and gone to other expense which should properly be borne by the Bank itself. Referring to the late attempt of the I. C. Railway authorities to drive P. E. Island money out of circulation along the line, the *New Era* of Charlottetown says, among other things:—

We observe that some New Brunswick papers credit Mr. Brydges with the order and point out that he had an axe to grind in driving from the north shore the Prince Edward Island Bank circulation so as to admit that of Molson's Bank, in which he is immediately interested. We cannot absolve the Dominion Government from blame in being the ready tool of a man whose insatiable greed has often led him into "ways that are dark and tricks that are vain." Had the Dominion Government imposed a discount on the notes proportionate to the expense of sending them to Charlottetown for redemption, no one could have found very serious fault with them, although, at the same time, to be impartial in their dealings they should have charged a discount on notes of Ontario and Quebec Banks, having no Agencies in the Lower Provinces.

Mr. Brydges may be a good deal mixed up with Molson's Bank, for aught we know; he has certainly been a good deal mixed up with the Molsons, themselves. The full purpose of the establishment of the agency has not yet transpired; it will probably appear more clearly next summer.

MORE TRAVELLER'S EXPERIENCE.

HALIFAX, Jan. 10th.

To the Editor of the Watchman.

Herr Rudolphson, of Boston, arrived here last evening *via* Inter-Colonial railway, to sing at the opening of the new Academy of Music, having been engaged at great expense by the Halifax Philharmonic Society. On his arrival at St. John on Tuesday evening, finding the night trains off, he hired a special train to Moncton, in order to catch the Express which is advertised to leave there at 5.45 a.m., for Halifax. He arrived in Moncton in good time, but at 5.45, when the officer, whose duty it is to despatch the trains, was awakened for the purpose by the guard, he would not get up, as the Quebec train was late and the Halifax train must wait for it. *He held the Halifax train and some twenty passengers for four and a half hours* till the Quebec train arrived, and then it was found that twenty people anxious to make connections in Nova Scotia had been disappointed to accommodate *two* who arrived by Quebec train. It would have been much better, and as I now learn the duty of the despatcher, had he sent the Halifax train off on time when he ascertained that the Quebec train was 3 or 4 hours late, as any passengers and mails could follow at 12.05 p. m. and reach Halifax at 8.20 p. m. As it was, everybody was disappointed and put to extra expense, owing to the conduct of the proper official who wanted an extra nap and had it at others' cost.

Herr Rudolphson actually paid fifty dollars, besides the ordinary fare, for a special in order that he might arrive in Halifax at 1.30 p. m. on Wednesday, as he supposed; but through the laziness and carelessness of the Moncton people he actually paid his fare for privilege of arriving at 6.30 p. m., instead of 8.20 p. m. He is justly indignant, and passengers who feel that they were badly used, wish you to publish those who thus make travellers a convenience.

[The train despatcher, no doubt, acted according to the instructions of his Superintendent, this official, when not at his post at Moncton, being always easily reached by telegraph.]

TRAIN DELAYED

[From the St. John News.]

The Intercolonial train arrived at 9 last evening, having been detained twelve hours waiting for the English mail.

[From the St. John Telegraph.]

ACCIDENT TO AN I. C. R. FREIGHT TRAIN.

There is a good deal of trouble on the Intercolonial, caused by the breaking of wheels on the freight trains especially, which is no doubt due to the sudden changes of temperature. On Saturday an accident of this kind occurred near Humphrey's mills, Westmorland. A coal train of 25 cars broke a wheel of one car at the above point. Brakesman Scott was sent back with danger signals and torpedoes to stop a train that was coming on. It is stated that Scott went out on the line, as directed, but did not take his signals with him, and went into a house near the track to warm himself. It so happened that the coal train that got the warning came in sight of the house, though it was all right when she started, and while using it coming up it became useless. The men on the up-coming train, who were all at their proper posts, not seeing the danger signals nor hearing the whistle from the disabled train, did not apply the brakes and the train ran on, though the engine was reversed. But the wheels would not catch the rails to stop until she ran into the end of the coal train, damaging the van and two other cars. The engine of the freight train was not much damaged. The brakesman will probably lose his place for his neglect. The matter is under investigation by the proper department.

[From Monday's Telegraph.]

THE ACCIDENT ON THE INTERCOLONIAL.—In yesterday's issue it ought to have been stated that though the brakeman, Scott, took his signal with him, he left it and went into a house, whereas he should have remained by the signal.

The Moncton *Times* has a different version of the accident, one more favorable to brakeman Scott, who, it says, went into a house to warm his lamp, which would not burn, the night being very cold. The *Times* says the train following should have been warned by the torpedoes, which were placed in due position, even if the danger signals were not shown.

CAR ON FIRE.

[Halifax Herald, Jan. 15.]

There was some little consternation on board the local train from Truro on Saturday morning, when it was discovered that the woodwork of the car roof was on fire. But the consternation was of short duration, for conductor Donkin promptly stopped the train, and had the fire put out, with no greater harm than filling the car with smoke. The woodwork had caught from the stove pipe. The car, it is said, was one of the new American ones, and half a dozen stoves would not keep it warm. There was much grumbling among the passengers.

ENGLISH MAIL TRAIN OFF THE TRACK.

[Telegram to Halifax Press.]

MONTREAL, Jan. 16.—The English mail train was off the track at River Du Loup, but arrived here this morning.

MORE GOOD MANAGEMENT: BODY OF EMPLOYES DISCHARGED FOR WANT OF "SUPPLIES."

[From the St. John News.]

MONCTON, Jan. 16.—All the unmarried men in the Car Shops of the Railway were discharged, temporarily, a few days ago. The discharge of the workmen was occasioned by want of materials of various kinds. Supplies are expected daily, and are very much needed. It is probable that in a very few weeks the Car Shop will again be as well filled as heretofore with the busy workmen.

[From the Telegraph, Jan. 18.]

ACCIDENTS AND DELAYS ON THE INTERCOLONIAL RAILWAY.

While the northern train was coming along at Mountain Road, Westmorland Co., yesterday morning, the locomotive ran off the track, the flange of the forward truck having worn off. The engine ran about 200 yards before being stopped. The morning express from St. John came up to the disabled train, and about the same time an engine came down from Moncton and took the cars back to that place. Afterwards a new pair of wheels were brought for the injured engine, which had got upon the track by the locomotive from the express train, and the wheels were put on. The passengers from the north arrived in St. John a little after eight p. m., by the brown and white *cigarette* and a eastern train was delayed half an hour by the accident.

Six cars of a coal train left the irons at Memramcook, yesterday, while coming westward. Auxiliary cars and a crew were despatched to the place, and worked so promptly that the other trains along the line were in no wise delayed.

THE SUSSEX STATION AND THE RAILWAY.

SUSSEX, 13th Jan., 1877.

To the Editor of the Telegraph:

SIR: IN THE WATCHMAN of to-day is a letter signed "Justitia," intimating that the employes of this railway at this station are negligent of their duty. Now, sir, without entering into the merits of the case in question—which has another side to it—we, residents of Sussex, and frequenters of the station, wish to publicly testify to our perfect satisfaction with the manner in which the railway officials, collectively and individually, executive their duties towards the public and the road.

Yours truly,

F. E. Morton,	Alf. Markham,
E. A. Vail,	Charles T. White,
Samuel N. Freeze,	W. A. Stockton,
H. C. Stubbs,	W. A. Smith,
W. T. McLeod,	White, Upham & White.

ALMOST AN ACCIDENT.

[From the Truro Sun.]

As the St. John Express was coming Trurowards on Friday last, the flange of one of the engine wheels broke and was found by a trackman a short distance from Londonderry Station. The train rushed on, crossing the giddy height—The Folly Bridge—and in safety reached nine miles when the rest of the wheel came to grief and the train was brought to a standstill. It was most providential that no further accident happened than the mere breaking in pieces of the driving wheel of the engine.

DRINKING OFFICIALS.

[From the Halifax Citizen.]

Reference has been made in our columns recently, in some of the newspapers, and elsewhere, to the fact that some of the employees on the Intercolonial Railway, were more or less addicted to the use of intoxicating liquors. The Managers of that Railway have taken action in the matter and have caused to be posted up in their works a notice that "any employee seen either drunk or drinking intoxicating liquors whilst on duty, will be instantly "discharged." This step will be applauded by the public, because it cannot be tolerated that the lives of passengers and the safety of freight and mails should be in the care of men addicted to the use of intoxicating liquor. A correspondent of the St. John, N. B. "Globe" calls attention to the fact that, in addition to this, if the reform is to be thorough, the managers must not permit keepers of refreshment saloons at stations to sell beer and spirits, as is done in some places—the temptation must be removed, if intemperance among the employees is to be prevented. We coincide with this opinion—the managers should strictly prohibit the sale of intoxicating liquors of any kind at all places under their control along the Intercolonial.

DOMINION BOARD OF TRADE CONDEMNS INTERCOLONIAL FREIGHT TARRIFF.

Mr. Joseph, of Montreal, (?) introduced the subject of freight rates on the Intercolonial Railway; he showed by figures that the rates were unfair to shippers, and moved a resolution that the Government be requested to have them arranged and apportioned according to the distance, without preference rates being made against the interests of any particular section. Mr. Howland seconded which was carried.

THE "TELEGRAPH" appears to think it was perfectly impartial in its treatment of the Judgments of Chief Justice Harrison and Judge Morrison in the Brown Contempt Case, that its slurs on the Chief Justice was the essence of fairness and that its political references were quite in place. The worst feature of the *Telegraph's* management is that it fancies it is most impartial when it is most unfair. Perhaps it was unnecessary for us to refer to this matter, as all the readers of the *Telegraph* saw, and many complained of the imputation levelled at the Chief Justice and of the attempt to bolster up the political pirate known as "Big Push," at the expense of a Judge whose high character and great abilities compelled even his political opponents to select him for the high position which he so admirably fills. The *Telegraph*, not profiting by the melancholy fate of "Big Push," has blundered sadly in assailing an honest, able, patriotic Judge. But, then, this is only a fresh evidence of the *Telegraph's* qualification for a chief seat in the Grit Temple.

THE PRESS.—The Fredericton *Reporter* shows improvement from week to week, both in matter and appearance.—The Truro *Sun* has donned a new suit of type and enlarged its size. It has also a new "head" or "heading." Like its editor, it is a burly, solid institution.—The *Farmer* has removed from Annapolis to Truro. It is renowned for its excellent English.—The Fredericton *Farmer*, by the way, has surrendered the space usually devoted to editorials, to a sharp, clever scamp who has taken a contract to abuse every member of the House of Assembly, including—hear, ye Heavens and give ear, O Earth,—yes, including even the Hon. John Smith Covert, the ex-Leader of the Opposition. Some say this is Willis' work, and that he is using the Opposition journal for the purpose of killing off all claimants to the Leadership; but we discredit the report. It is probably either Mr. Gregory or Mr. Blair, either of whom has more brains than judgment.—The *Telegraph* announces that it has engaged the services of Mr. Powell Martin, of Toronto, as a special advertising agent. Mr. Martin is highly spoken of by the Toronto Press.—The Charlotte-town *Examiner* will shortly be published as a daily, the first daily ever started in P. E. Island.

THE BALLAST WHARF BREAKWATER CONTRACT.—The *Globe* on Monday of this week announced that this contract had been awarded to Mr. James T. Kennedy, of Portland, a substantial builder, who will probably make as good a job as the plans and engineering will permit. We made the same announcement a fortnight ago, and we added—what the *Globe*, strange to say, has omitted—that Mr. Morrow, of Oromocto, Sunbury Co., is interested in the contract. When our cotemporary supplies information of this description, it ought to give it in all its completeness and so do justice to all the parties to the contract. In this connexion it is proper to call attention to the fact that the Engineer, Mr. Perley, appears to have been instructed not to furnish contractors with printed copies of the specifications, thus compelling parties who wished to tender to copy the whole affair, an amount of labor which was equal to a day's time, besides being an unmitigated annoyance. This severe economy in a matter involving $170,000 to $200,000 of public money (the average of tenders was over $190,000) is not in keeping with the general extravagance connected with the management of the public works.

THE ONE THING CERTAIN.—You may not be struck by lightning. You may not die of the small pox. You may not go insane endeavoring to understand one of the *Telegraph's* articles. There is an element of uncertainty about each one of those possible happenings. The only one thing certain is that Grit Government can not be carried on without "increased taxation." And that is as certain as that Death will claim you at last.

NOT A DOUBT OF IT.—Says our own confiding *Evening Globe*:—

We presume that there is little doubt but that an increase of taxation will be necessary the present session. Last Session the [Mackenzie] Government tided it over in the hope that the dull times passing over would cause a revival of business. That hope, unfortunately, has not been realized.

Quite so. Now, then, bring on your palace cars, your mile-a-minute trains, your increased salaries for railway "heads," your cosy residences for railway officials, your $1,500 salaries for railway ticket agents, your million dollar losses by steel rail speculations, your highest tenders for Goderich harbor improvements, your telegraph lines built on the wrong routes, your new Governorships, new Governors, and new salaries. Bring on *all* the evidences of extravagance and public corruption you can muster, but don't whisper much of an "increased taxation" you intend to impose to pay for all these delightful illustrations of Grit administration. Let the public know all about it.

OF COURSE, we must have "increased taxation." There are still a good many "old" and "new" Grits unprovided for. Although the Government has been short in patronage and its supporters at a crisis unparalleled in the history of Canada, there remain, according to the best Grit authorities, some thousands of minor "elevators," besides some members of the Government, without permanent life salaries from the public purse. This is quite too bad. In the Southern States each colored person expected to receive when the war was over "a mule and ten acres of land." In this blessed Dominion of ours the victory of "Reform principles" means that the elect should each and all be entered on the Government pay roll, and labor no more for ever. Until the consummation of this Reform principle we must, of course, expect "increased taxation."

THE HALIFAX SENATORSHIP.—The Mackenzie Government, not daring to open Halifax constituency, will not appoint Mr. Patrick Power to the Senatorship promised him, but will appoint Mr. Power's son! Nobody outside of Halifax knew Mr. Power had a son, and nobody either in or out of Halifax pretends that the son has the slightest claim to be made a Senator of Canada.—It was, however, generally believed that the matter of the Senatorship should supply another delightful specimen of the "Reform" method of distributing public honors.

—The world moves! Halifax has its society for preventing cruelty to animals, and two men have been fined for not having had their horses properly shod for icy streets, and a third is up for brutually beating his horse. There ought to be a similar society in St. John.—And we ought, moreover, to have much sort of an association to prevent deserving people from starving to death.

"INCREASED TAXATION."—A CHEERFUL SIGHT —It will be worth going all the way to Ottawa to see John Ferris, A. H. Gillmor, S. B. Appleby, John Pickard, George McLeod, Charles Burpee, *et al*, marching up and voting for the "increased taxation" of their constituents which the St. John *Globe* foreshadows.—They will do it. They are not the men to flinch when Mr. Mackenzie orders.

—"Truly independent" papers—those that find fault with and abuse everybody with whom it is not their interest to agree. "Milk and water" papers —those that are independent enough to treat everybody with decency and judge everyone charitably. —*N. B. Exchange.*

Isn't it a little curious that the charitable judgment generally goes hand in hand with the Government office, the Government advertising and the Government job printing?

SUDDEN DEATH.—On Sunday, the 14th inst., a man named Cormac Manealla, aged about 60 years, who was living alone, was found dead in his house in Jerusalem, Queen's County. It is supposed that he died on Sunday morning, as he was seen late on Saturday and the body did not appear to be long dead when found. He had been ailing for many years.—On account of the absence of Coroner Slipp and the non-qualification of Mr. Vincent no inquest was held, but an examination was held by Justices Harrison and Inch, which showed that death was from natural causes.

[FOR THE WATCHMAN.]

FASHION NOTES.

Again Penelope's web is partly unraveled! After chronicling the introduction of long, and subsequently of short, bustles, we are now called upon to state that really fashionable ladies are abandoning bustles altogether. With street suits which cling more closely than ever, now that the cold weather makes such a fashion comfortable, they are very seldom seen, and even for evening wear leading authorities tell us that dresses entirely undraped and ornaments as semi-barbarous as the Elmont crush, are considered more *distingue* than the much bepanniered and bustled skirts which still make frequent appearances.

The absurd excess to which those bustles and panniers have been carried is undoubtedly the reason for their extinction, and yet, if such be the case, we wonder very much that "pull backs" do not follow suit, for these must certainly have reached their extremest limits by this time. Here in St. John, no one but a constitutional grumbler could carp at the extent to which they have been worn; but, it may be that this only goes to show how far behind the age we are, for even yet, New York ladies incase themselves as tightly in suits of silk and satin as the knights of old in their mail and armor; and the latest Parisian despatches tell us that the more nearly a French lady can compress herself into resembling a lead pencil the more nearly she approaches the fashionable standard for fashionable womanhood. Failing in all other reasons for this long-continued adherence to so uncomfortable a mode, we might suppose that the ridicule bestowed so plentifully upon it has aroused the obstinacy and opposition of Dame Fashion and her handmaids, but even so, the evil, as evil it undoubtedly is, must very soon reach its culmination, and then, like all other severe attacks, when the crisis is safely passed, the season for convalescence will immediately set in.

Another but a more sensible fashion, which is still very popular in the matter of costumes, is the fancy for

POLONAISES.

They are not only worn still, but are now so long that in many cases they obviate the need of an underskirt, or at least, if an underskirt is worn, it exists only in name, being simply two or three breadths of the dress fabric, trimmed as if they formed part of a real skirt and fastened under the skirt of the polonaise, so as to be visible when the polonaise is draped. In shape, the Princess polonaise continues most fashionable, but the real Princess has been subjected to so many modifications and alterations, that its name is the only part of it which has remained unchanged since the time of its first introduction. Foremost among these alterations, five parallel rows of buttons are now seen instead of three, and dresses are more frequently fastened diagonally down the front than at the back. The necks of all dresses are cut very high, so high, in fact, that to grace the ears with the collar seems to be a special object, and the collars, which are often lined with some contrasting color, are finished by a folded scarf of the dress material, tied in a sailor knot, or else a square plastron of the material by which the dress is trimmed. The sleeves are invariably as tight as comfort will permit, and are either lined with flannel or else wadded and quilted to give the arm a round look. They are still plain from the shoulder to the elbow, but from the elbow to the wrist is trimmed in a variety of ways, which are beyond our power to recount. On our streets the colors most frequently seen are black, navy blue and seal brown, but in other cities the prophecy respecting fifle and bronze green still holds good, although in New York a very decided preference is being shown for lighter tints or pronounced contrasts, such as ecru camel's hair trimmed with seal brown velvet. Such contrasts as this latter, however, are only used for visiting or carriage toilettes, to be worn under a fur lined cloak, which is left in the carriage while the wearer pays her visits.

As mid winter advances,

FUR TRIMMINGS

become, if possible, more fashionable than ever. They are also worn wider than before, it being announced that in other season, narrow borders will be entirely out of fashion and that trimmings of fur will be prized only in proportion to the width with which they are laid on. The best models for fur-trimmed suits are invariably accompanied by a muff, trimmed to correspond, and if the costume and muff are both French, the latter will be such a babyish affair that it will hardly prove large enough to cover two ordinary-sized hands. A worn-out newspaper item has been informing us that "A muff is an article which holds a pretty girl's hands without squeezing them;" but this definition will no longer pass muster, as the muffs of the present day squeeze the hands of pretty and ugly girls without discrimination.

IN MILLINERY

there are no very striking changes as yet, although the seventy-five shapes recorded at an earlier part of the season have, for the benefit of enthusiasts on the George Eliot question, been replaced by a "Daniel Deronda" hat, in addition to the "Grandolen" of which we have before spoken. Not having seen this latest novelty we are not in a position to criticise, but certainly if it be as stiff and unbecoming as its predecessor, we feel inclined to think that the generality of Daniel Deronda's most stringent admirers will decide that there is nothing in a name and thus emit this opportunity for displaying their loyalty to Daniel Deronda's creator.

As might be expected at this season of the year, the generality of St. John millinery establishments find business very slack, and business very dull; and yet, notwithstanding this dullness we are, during this last week shown some hats of Mrs. Manson's manufacture which were quite as pretty, if not prettier than any we have yet seen, and quite as much of an "increased taxation" you intend to impose to pay for all these delightful illustrations of Grit administration. Let the public know all about it.

BREAKFAST AND DRESS CAPS

for young ladies. The breakfast caps were of white lace edged muslin, shaped very much like an ordinary sweeping cap, and trimmed simply with blue or other colored ribbon. The dress caps, however, were on a smaller and more elaborate scale, being often trimmed with ribbon loops, cashmere lace flying liquors, or sometimes a tiny feather band. Any two of the above materials will make a very dainty little cap; but for young girls the most coquettishly pretty and, at the same time, simple mixture is ecru cashmere lace and net, with loops and very long streamers of pale blue or pink gros grain.

Among late

NOVELTIES IN JEWELRY,

popular fancy seems to range between sets modelled after classic designs and those of modern oriental style, such as those of India and Russia. In the Russian style *cloisonné* enamel applied to gold, in brilliant floral decorations, is the newest idea, and after this Limoges enamel in mythological devices and set with pearls or diamonds. India sets are crescents made of tigers' claws, held by broad bands of pale yellow gold richly embossed, and Moorish sets are turquoises set as violets with pearl or diamond mountings. Diamonds, when worn alone, are now set in such a manner that no gold is visible, the stones being held by silver or platinum claws. For brides, both seed pearls and rose pearls in knife edge setting are worn, pearls above all things being the favorite stone for such occasions. Coral is still used a great deal; large amethysts are in favor again, and lovers of odd things wear silver jewelry inlaid in Japanese designs in colored niello-work; but people of artistic tastes prefer stone cameos and intaglios to almost any other kind of moderately expensive jewelry.

In cheaper sets, shell jewelry has become a permanent favorite for general wear, being fine and at the same time modest and inconspicuous. When they had always been ordained, which is far more than can be said respecting the last French notion, viz., jewelry made entirely from the feathers of humming birds. A correspondent tells us that those humming bird sets are simply exquisite, and so much in demand that it would strip the forests of America to provide for the consumption of Paris prettily tinted shells are used, one could readily imagine that this was the special purpose for which alone; but however beautiful they may be, or however enthusiastically fashion may adopt them, we feel half inclined to regard the adoption of such ornaments as semi-barbarous as the Elmont crush.

For the remaining rules by which the contents of a lady's jewel case are assorted, we learn that watch chains are either short chatelaines hanging from the belt or else the long old-fashioned chains that are passed around the neck. Gold necklaces are worn close about the throat, in dog collar shape, with long flat links alternately of red and yellow gold, or else a series of pendant enameled drops, or perhaps they represent the net work and pointed shape of lace collars. Brooches are worn very large and are also made to serve for pendants. Earrings are either quite small and short, as in the solitaire diamond knobs, or the shell and jet balls so much in fashion, or else they are very long and elaborate for full dress parures. Bracelets come in quite a number of forms, but the most popular style is a series of narrow bangles of silver, gold or shell. Others are wide, massive bands of yellow gold, ornamented with enamel, and others still are composed of cameos, linked together with fine gold chains. Apropos of bracelets, the latest *on dit* is that the Duke of Edinburgh is inaugurating a new fashion by wearing bracelets himself and that many English gentlemen are following in his wake; but as this paragraph came to us directly from Yankee authority, we do not consider it any more authentic than the generality of American information respecting English royalty and nobility; and any way, so long as the magnates of our native land manage to keep their wrists free from bracelets of *steel or cast iron*, whether they do or do not wear gold or silver, is a matter of small moment to us.

DR. MACLISE'S "WITCH OF ENDOR."

To the Editor of The Watchman.

From time immemorial, among the illiterate and educated, barbaric and civilized, the mighty power wielded by Satan and his emissaries in this lower world, through supernatural, or what might be termed mysterious, hidden agencies, has been universally acknowledged and recognized. Through the mists and gloom of degraded superstitions and lying wonders some rays of light have been reflected in the bright mirror of Revelation, only sufficient, however, to partially illumine the hidden mysteries behind the veil. The curtain has been but barely lifted. Of this much we can be assured: the agents of the Devil have been ever exerting, and still do exercise, a wondrous influence over the inhabitants of our earth.

The connection linking the material and supernatural is close and intimate, and we are, apparently, beset by good and evil influences—intellectual agencies—guiding us rightly or wrongly, in the paths of virtue or vice, as the case may be.

As regards the Powers of Light, who that reads and believes his Bible can dispute the deeds they perform in a supernatural manner; and, with reference to the Powers of Darkness, we cannot (laugh at and ridicule as we may magic and necromancy) deny the astounding works, or miracles, accomplished, for instance, by Pharaoh's wizards, without ignoring those of Moses himself, wrought under divine direction:—"And the magicians did so with their enchantments, and brought up frogs from the land of Egypt;" and, although baffled at last, the same magicians did, even as Moses, turn their rods, too, into serpents.

All through "The Drama of Saul," supernatural agencies are vigorously at work. Charles Heavysege, in his sublimest effort, (The Drama of Saul) guided by the light of the Word, has beautifully portrayed the doings of the infernal ones in his story of that wayward Monarch.

The above thoughts have been suggested on reading the report of a sermon in your journal, recently delivered by the Rev. Dr. Maclise, on the "Witch of Endor." While, in part agreeing with the reverend gentleman's ideas of that renowned interview, we cannot altogether concur in some of his conclusions. That Samuel did actually appear in human shape to the astonished vision of Saul, is undoubtedly true, according to the strict and literal rendering of the text; but, that he (Saul) was considered at first,—in perfect disguise as he was—in the eyes of Endor's witch, any other than a spy, is equally certain. It would seem that Saul, driven to despair, under mayhap the baleful influence of that "evil spirit" sent to possess him after the "good spirit" had gone out, albeit forever! was in some manner led to consult the witch of Endor. In reply to his request, "Divine with me, by the familiar spirit, and bring me him up whom I shall name," the witch tells him that the king had cut off out of the land all the wizards, and accuses him of having a snare for her life, *evidently deeming him (Saul) a spy.* Saul, by a most solemn oath, assures her she should not be betrayed, or, as the text reads, "no punishment shall happen thee for this thing."

After desiring her to bring up Samuel, the witch, when she beholds the shade rising—not yet seen by Saul—cried aloud, in fear and wonder, no doubt; but mark what follows: *she only then recognizes the king as Saul*, and exclaims, "Why hast thou deceived me, for thou art Saul!" evidently afraid and astonished, not at beholding the ghost of Samuel but, through some mysterious agency, it would appear, *for the first time*, recognizing him (Saul) as the veritable king himself, of whose commands or edict, as to the cutting off of sorcerers, she had been so well apprized. It will be observed, Saul has not even yet, recognized the shade of Samuel:—"he said unto her, be not afraid (of me), for what seest thou?" and, on the witch exclaiming "I beheld "gods ascending from the earth," he said unto her, "What form is he of?" In reply, the woman goes on to describe the prophet's venerable appearance, his mantle, etc., and then, and not till then, does the king recognize him, perceiving "that it was Samuel," using rather the word "perceived," as the text has it. By