The Watchman.

ST. JOHN, N. B., SATURDAY, SEPT. 2, 1876.

THE MARITIME BANK STRUGGLE.

The long expected battle of the Maritime Bank was fought out on Wednesday and ended in a Waterloo defeat for those who have been assailing the credit of this institution for the last two months. The opposition to the Directory had, in effect, demanded that the payment of calls should be stayed, that the Bank's existence should be destroyed by amalgamation with some other Bank, that the stockholders should vote want of confidence in the Management. The Bank's reputation had been assailed in editorials in the *Monetary Times*, in editorials in the Montreal *Herald*, written by Sir Francis Hincks, in circulars issued and published at the instigation of the "destroying angels," and in other forms of publication more or less damaging. The credit of the Bank was treated as an affair not entitled to more consideration than the "honor" of a prostitute; imputations as dishonorable as they were unfounded were levelled at the Directors; and the Management was given to understand that it had neither the capacity nor the status necessary to deal with those matters of detail which in every other Banking institution are left to the discretion of the Board. Had the Management of the Bank been guilty of the worst forms of mismanagement; had they usurped the powers of shareholders for the purpose of ruining the institution; had they refused all information and shut the doors in the faces of the shareholders; had they deliberately set to work to rifle the Bank and appropriate the spoils to their own uses, they could not have been treated, nor could the institution have been treated, with less of courtesy, justice or fair play than was exhibited by the bold raiders of whom Sir Francis Hincks and Senator Thomas Ryan and Mr. Theodore Hart, of Montreal, and Mr. Levey, of Quebec, were the representatives and spokesmen at the shareholders' meeting on Wednesday last. Up to the date of that meeting nothing had been left undone to destroy the standing and business of the Bank, and the gentlemen from Montreal and Quebec entered the meeting apparently under the impression that they were to have everything their own way. They were not, however, long in getting undeceived. At the end of a few minutes they discovered that any proceedings taken at the meeting would be by "sufferance"; that the meeting of their calling could not legally proceed to business because of their blundering. They had come to the meeting without the original requisition for the meeting in their possession; they had come without the signatures of the shareholders calling the meeting; they had nothing whatever to show that those whose names were included in a printed list had ever signed the requisition. The fact was that certain persons whose names were down as having signed could not have signed; that certain others, who called themselves stockholders, were not stockholders at the time of signing. These objections would have been fatal to the legality of the meeting, but on Sir Francis Hincks promising that "he would do his best" to have the original papers sent down to be entered *pro forma* on the Bank's records, and because there was nothing in the Bank's management to conceal, the friends of the Bank withdrew their objection under this head, after Sir Francis Hincks' talk of an absence of "fair play" had been heartily resented by Justice Ritchie and others. The next lesson the raiders had to receive was in reference to the voting rights of shareholders. They had published and were personally asserting that none could vote at this meeting except those who had paid all calls made upon them; they had announced this as the law of the land as presented in the General Banking Act; and on the strength of their own interpretation of the Act they had paid into the treasury of the Bank large sums of money to qualify themselves to appear in the meeting. They now learned for the first time from the green Bluenoses that their interpretation of law was as loose and as irregular as their ideas about requisitions and other original documents, and one of the stockholders who had been induced to take their view of matters openly expressed his regret at having that morning thus unnecessarily paid his thousand dollars into the Bank's coffers. Justice Ritchie "laid down the law" for them and gave them the kindly assurance that the provision of nothing was left of it. Sir Francis and the Senator had little left to say. Sir Francis withdrew his hostile resolution and finally agreed to second other resolutions which declared that the Directors had acted right in ordering the call, that the shareholders had entire confidence in the solvency of the Bank and that "nothing whatever had been shown to this meeting that would justify them in withholding from them the confidence the stockholders reposed in them when they were elected at the annual meeting in June last." These resolutions were passed unanimously—as if the representatives of the raiders had come express from Montreal and Quebec for that special purpose! During the discussion the facts were brought out that comparing the business of the Bank in July '75 with July '75 it was found that there was a satisfactory increase under all the different heads. At the date of the meeting the circulation had risen to $103,000, the highest figure it has yet reached, and the business of the Bank to $800,000. Exchange transactions had trebled this year, and the Bank then stood in a better position than at any other date in its history, the present paid-up capital being $575,000. The Bank has already earned this year a three per ct. smi-annual dividend. It has thus turned out that a meeting called to overthrow the Bank after many weeks employed in diligent preparation of the public mind for a tremendous financial collapse, ended in the complete justification of the Management, and a humiliating defeat of the parties who brought on the attack. The Bank, moreover, has gathered around it an amount of sympathy from the business cammunity and the public that can scarcely fail to result in ultimate financial gain. It only remains to congratulate the President and Directors on their complete rebuttal of all charges, and the very satisfactory exhibit they were able to make of the business of the Bank. It is to be hoped we have heard the last of the raiders.

DORCHESTER STREET EXTENSION.

The delay in finishing and opening this work to the public is not very creditable to our civic rulers. The original contract provided for its completion in four years, and it was supposed that about $20,000 would be sufficient for all expenditures; but at the end of six years the work remains unfinished, and after an expenditure of about $40,000 the public are still effectually shut out from its uses. We have reason to believe that a year's interest on $40,000 would be ample to grade and finish the extension, and we have no doubt that contractors can be found willing to do the work and wait a year or more for their money. If this be the fact—and it will scarcely be disputed—why are the public excluded for further years from the use of this new roadway? If it will be a real addition to our thoroughfares why not finish it at once and throw it open? The City funds have already lost heavily in losing several years' interest on the payments made for the work. Is it not about time to stop a drain which, while a loss to the civic purse, has no compensating advantage of any description? It is stated that the city fathers resolved to do nothing in the shape of grading on account of the Legislature not giving them at last Session all the money that they asked to complete it. If this be so, it is the merest child's play in the matter of a public work standing so near completion, especially after such tedious delays as have been witnessed in this case, and when the City is paying $2,400 a year or upwards of interest on an unused work. It would be an ungracious duty to review the history of this work, the disappointments at its rate of progress, the many blunders and heavy losses attending its construction. We do not propose to enter into these incidents at present, but if the Common Council wish them to be forgotten they will not delay longer in prosecuting the work to its final conclusion. Now that mills are shutting down, and house building operations may be expected to slacken, and the labor market is so favorable to the employer, the Corporation could not do better than put this work up to tender, with the understanding, if necessary, that the contractor shall wait for his money until the Legislature in its wisdom sees fit to authorize a further issue of debentures to pay off the indebtedness. The Legislature will probably act next session, if the St. John members find the work about completed, and thus, at least, an extra year in time will be gained in the use of this roadway.

In this connexion it is proper to notice the *Morning News'* serio-comic account of an explanation that was given at last week's meeting of the Common Council, of a bill for $200, presented by Mr. John McGourty, contractor, against the Corporation's Street Committee for hauling a quantity of earth and rock, which he had removed from the excavations at the new Market Building to the Dorchester Street Extension. The *News* in its desire to make a point against the venerable Councillor Coxetter, Chairman of the Street Committee, does great injustice to Mr. McGourty. It leaves the impression that this gentleman is collecting a bill of $200 to which he is not entitled, and it intimates that he was paid by the Corporation for hauling the same stuff *from* the Market Building, and paid a second time for hauling it *to* the Dorchester Street Extension. As a matter of fact, Mr. McGourty had no contract with the Corporation or any of its Committees in regard to the work of excavation. Messrs. Tilley and Redfern were the contractors for the Market Building, and they sublet the work of excavation to Mr. McGourty, who was to get rid of the material as best he could. As soon as Mr. McGourty commenced operations (July, 1875,) he sent a communication to the Common Council, offering to deposit this material on Dorchester Street Extension at three cents per load for the whole of the material. This communication was referred to the Street Committee with power to act; and the Street Committee accepted the proposal. The material from the excavation was *needed* on Dorchester St., and Mr. McGourty went on, under the oversight of the City Engineer and Street Superintendent, to deposit it as "filling" on that Street. So anxious, indeed, had the Street Committee been to get stuff for this street that they sent the Corporation's men and teams to King St. east, where Mr. Cusick was at work, and hauled material to the street at their own expense; they also dug at the foot of King street east with their own men and hauled with their own teams,—the cost to the City being in each instance at least fifty or sixty cents per load. They also agreed with William Cain and Timothy Cusick to deposit on the same street, paying the former five cents for the excavations from Dr. Hatheway's lot on Princess street and the latter three cents per load for material from cellars at Golden Ball Corner. Two bills were rendered by Mr. McGourty for this filling, one of $140, which was paid last fall, and this one of $200, to which the *News* refers. As regards the latter, it was certified to by the City Engineer and approved by the Street Committee, when Messrs. Coxetter, Hamm, Knowles, Flaglor and the Engineer were present, and is, without doubt, a perfectly proper bill. Indeed, the Corporation will be in luck if it can secure proper "filling" for this work at three cents per load, instead of using the rubbish and nuisance that have been deposited on the Extension for some years back. This $200 fill would, it appears, represent nearly seven thousand loads of solid earth and rock! If all of the Corporation's expenditures would stand the test of examination as well as this McGourty bill there would be fewer complaints among tax-payers than there are at present. The citizens will hold up both hands for the "filling in" to go ahead at three cents per load, whether the Corporation buys from McGourty, McGuiggan, or any other Mac or man! Whatever they do, let them push this work ahead, and have done with it.

STILL ANOTHER.—The Government journals are now assuring us that *another* new Tariff is in course of preparation for the Inter-Colonial Railway!! Can it be possible? Then that Tariff which the *Telegraph* was authorized to announce with such a flourish of trumpets as the lowest Tariff on the Continent was not perfection after all! That Farmers' Tariff—that Lumber Tariff—that Coal Tariff! These, then, were not what they were represented! We are to have another recasting of freight charges, and this time, according to the *Telegraph*, the rates between points in the Maritime Provinces are to be reduced,—in accordance with the demands of the Opposition journals! More than this: the new Tariff is to be made satisfactory to the St. John Board of Trade's Tariff Committee! The power, then, is passing from Mr. Brydges to a committee in St. John! This, perhaps, is better than leaving it wholly in Mr. Brydges' hands, but we do not see why the Ministers from the Maritime Provinces should be allowed to shirk the responsibility of duties for the performance of which they are paid $7,000 a year. We don't see why these gentlemen should be allowed to push the St. John Board of Trade forward to receive the blows that must fall on those who frame a tariff that may be unsuited to the interests of other localities! If the St. John Board of Trade is wise it will not undertake to indicate a Tariff for the Government of Canada. If the Maritime Ministers are unable to devise a suitable Tariff let them give way to more competent persons.

A HEARTLESS PROCEEDING.

The heartlessness of a levy for rent, made on the household effects of a poor woman in Portland, on Friday last, has led to a considerable amount of newspaper discussion and aroused public indignation. The woman, Mrs. George Kingston, is the widow of a sailor, who died about three weeks ago, and the poor woman had been confined only a few days before the seizure of her furniture. A correspondent of the *News* furnishes the following particulars:—

Here is an inventory of the goods seized, with an original copy of the distraint attachment:—

"An inventory of goods distrained by me this 25th day of August, A.D. 1876, on the premises now in the possession of Mrs. George Kingston, in the Town of Portland, in the City and County of St. John, by the authority of Nancy Lackey, landlord, for the sum of $28.00, for rent, due the first day of August, 1876: 1 bolster and bed, 15 chairs, 3 tables, 2 clocks, 7 matts, 2 stoves, 1 stand, 1 crib, 2 lamps, 1 looking glass. Mrs. George Kingston, I have this day distrained as bailiff for Nancy Lackey, your landlord, the goods specified in the above inventory for the rent due as therein stated, and have secured the same in Mr. Mrs. George Ferson's house. Unless you pay the said rent, with cost for distraint, within five days from the date hereof, the same goods will be appraised and sold. Dated this 25th day of August, A.D. 1876.

JACOB PIDGEON."

In the seizure was a cradle not in the inventory.

The keeper was placed on the goods, and everything they saw in the tenement of Mrs. Kingston was confiscated by Mr. Pidgeon and his two assistants, (no blame attached to the officers of course) and only for the certificate of Dr. McCleary, the very bed and only article left would have been taken away. This landlady is a *lone woman*—the poor widow is not alone, for she has four children, the eldest 8 years, and the youngest 10 days old—two boys and two girls—with no kind father to earn bread for them, that father being in the grave but one fortnight. Mr. Kingston being out of employment the most of the long winter months, he was as many people are to-day, a little in arrears, and had sickness not laid him low he would never give Miss Lackey the opportunity of attaching his small effects. Your informant called to see the family, and found them located in apartments of three rooms—kitchen and two bedrooms—with 6 wood chairs, 1 pine table, 1 wood rocking chair, 1 bed, (for four persons) a small bedroom stove to cook for a family of five, and a few dishes.

The first notification the tenant had of a seizure was the appearance of the constable at 8 a. m., and at 7 p. m., everything was out of the house.

It is astonishing to find such outrages committed from time to time in the name of the law. We fear they are more frequent in these hard times than most people know of. It would seem, too, that no matter how shameless the act that is required of constables, or how inhuman, men can always be found to execute the behests of any legal document placed in their hands. They do it as a matter of course. They do it as a horse turns a bark mill, br a dog hunts down some strange animal, at the command of his master. They seem to think that as long as the law points the way, and the prosecutor must have an agent, nothing remains for them but to do for the prosecutor what the law permits—do it regardless of consequences or the claims of humanity. "The fault is not ours," they say; and even the correspondent of the *News*, who sympathizes with the unfortunate widow, seems to think that "no blame attaches to the officers, of course." We are disposed to think that blame *does* attach to the officer who essays to execute an inhuman command, although the law is on his side. Humane people shrink from the man who lends himself to commit an inhuman act—and certainly the treatment of this poor woman, but just widowed, suffering the pains of childbirth, her four fatherless children starving or at the verge of starvation, was as inhuman, as cruel, as pitiless as anything of the kind that has happened in this community within our recollection. It is time that constables were given to understand that public sentiment can not treat them as unreasoning brutes, or as men from whose breasts all semblance of humanity has been banished. On the contrary, they must be regarded as persons with like feelings and sentiments as other men, though they may be temporarily entrusted with the exercise of the functions of officers of the law; and when, in what they call the performance of their duty, they do outrage to the universal law of nature and humanity they must be held to a strict account at the bar of public opinion. The constable in this case may say that if he had not made the seizure of the unfortunate woman's household effects at the time and in the manner described, some one else would have been found to do it. Even so: let the inhuman act be done by some one else. The plea is weak and worthless. Each man should answer to his own conscience for his acts.

It would probably be useless to criticize the conduct of the "landlady" in this case. She evidently belongs to a class on whom censure would be wasted, and, besides, she is not an agent of the law—that is, of the People. She could not have committed this miserable outrage without the aid of the officers of the law, who represent the People, had she been ever so much inclined. It is between just such persons as she is and their intended victims that the officers of the law should mediate, declining to be their agents in cases of extreme cruelty, when such persons will not listen to the voice of reason or humanity.

THE PENITENTIARY MANAGEMENT.

The Reform Government of Canada undertook to reform "the abuses" in the Penitentiary. They didn't think the late Warden a proper person to hold office, so they superannuated him and appointed a partisan of their own. They have had Inspector Moylan down, "inspecting," and "examining," and "investigating." They have dismissed or appointed or shifted officials every few months. And what has it all amounted to? What has the Penitentiary service gained? The public has seen that there is a chronic feud and a melancholy want of discipline in the institution. The Head Keeper arraigned the Warden before the Minister of Justice and had him "investigated," and so numerous and serious were the charges and so vigorously were they pressed, that the Warden at one time contemplated resigning. The report of Inspector Moylan in regard to the affair was unfavorable to the Warden, but the latter's friends in Parliament and in the Government have been able to prevent the logical consequences of the report taking effect. The Warden, on the other hand, has a batch of fifty charges to prefer against Mr. Burke, the heads of which were stated in THE WATCHMAN two months ago. The Inspector, knowing that these charges are in existence, does not require them to be presented before him for investigation, and the Warden, from some motive or another, does not press them to their legitimate conclusion: that is to say, he believes that an official under him has been guilty of violating many of the most important rules of the institution, he has drawn up the necessary charges and named the necessary witnesses, and yet declines to move further in the matter! As a result of recent enquiries, the duties of Head Keeper were taken from Mr. Burke and Mr. Keefe was appointed in his place, an arrangement which has created great dissatisfaction in the institution, intensifying rather than moderating the trouble previously existing. It was stated by the Warden's friends that he refused for a long time to recommend or sanction the appointment of Mr. Keefe, but he appears to have finally given in, probably for the sake of peace, and the House of Keefe has taken another step in the direction of the Wardenship and the supreme management of the institution, and over the head of older and better officers. In the meantime, while the officials have been quarrelling among themselves, watching one another with the utmost jealousy and ready to rend each other to pieces, the management of the convicts has been worse than ever before. While salaried officials were busily engaged in plotting their mutual destruction and scanning every hostile movement, the prisoners have been escaping in a manner unprecedented in the history of the institution. Every two or three weeks the newspapers record the loss of some bold convict. A man supposed to be under lock and key in the prison is discovered getting over the wall a quarter of a mile away; chase is made, every keeper in the institution is turned out to scour the country, and the country is searched from the Miramichi to the St. Croix, but nothing more is seen of the fugitive. Another man disappears most mysteriously:—of the when, the where and the how neither keeper nor guard knows anything. And so the story runs from month to month. Three such escapes in the last three months, and neither of the men seen again or arrested, tell their own tale of the vigilance that guards the prisoners whom the law, in the interests of society, has committed for safe-keeping to the new Warden and his "reformed" staff. Of the results of the industrial operations of the Penitentiary it is impossible to speak accurately, as the exact details are known only to the officials themselves, but enough has been ascertained to justify us in concluding that with (as was the fact for some days this summer) forty or fifty prisoners shut up in their cells and idle for want of water to feed the steam-boilers of the workshops, with keepers having charge of the manufacturing operations sent hither and thither through the country for a week at a time in search of fugitives, there must have been a great loss of convicts' time in the institution. There are details of the management into which we might enter, but we are not desirous of doing more than sketching a few of the principal features of the "Reform" now in operation in one of our public institutions. We may add, however, that we have only "skirted" the subject of the St. John Penitentiary management, which really forms a fitting subject for investigation by a Parliamentary Committee.

THE "GLENDON" AND THE "GLOBE."

And this is all the reply the St. John *Globe* has to make to our questions in reference to the steamer *Glendon*:—

In regard to the steamer "Glendon," purchased some time ago by the Marine and Fisheries Department, the WATCHMAN on Saturday asked a number of questions, which can be better answered by the original owners of that vessel than any other parties that we know of. They are gentlemen whose statements would be accepted in this community with confidence, and would certainly carry as much weight as the insinuations contained in the vague questions of the WATCHMAN or of those who inspire and control it.

"The original owners" of the steamer are not in Parliament or in the Government of the country. They are not responsible for the character of the purchases made by the Government. They have nothing whatever to do with replying to the questions we have put to an organ of the Government. It is, moreover, sheer duplicity for the *Globe* to assert that the original owners of the *Glendon* knew more than the Government or its organs of the facts which such questions as the following are intended to bring out:—

Was the *Glendon* useless for any commercial purpose and unsaleable at the time the Government bought her from those who were interested in converting her into cash? Had she been a failure both as a sailer and a freight boat? Was it impossible to make her steer properly? Was it impossible to get more than six miles an hour out of this powerful steamship? Did the Government pay some $20,000 for this vessel which nobody would take as a gift? Did they expend an immense sum—and how much—on the extraordinary craft before venturing to commission her? In instituting official enquiry into her condition before purchasing, did they carefully avoid reference to her weak points, thus securing only partial information? After lavish expenditure was she not found utterly useless for cruising purposes? Did not the Commander of last year refuse to sail her this season? Did he not report against her fitness for the service? Did not the Government excuse him from further service in her and give him another vessel? Has not the *Glendon* been wholly unserviceable this season? Has she not been lying in Halifax all summer doing nothing? And how much has all this cost?

Why should not the Government and its agents know as much about the *Glendon* as her original owners knew? The owners had a steamer which they could not run as a freight or passenger steamer; they did not need her for any other purpose; and they offered her to the Government for the service in connection with the Marine and Fisheries Department. They, or some one in their interest, asked $26,000 for her. The Department offered $20,000 for her, which was accepted. Why should not the Government have known what her rate of speed was, what all her good and bad qualities were, before offering $20,000 for the vessel? The Government had every possible opportunity for ascertaining; in fact, by offering $6,000 less than the owners' price, the Department claimed to know exactly what she was worth. Why, under such circumstances, should an organ of the Government seek to throw the responsibility for the purchase from the shoulders of the Government to those of "the original owners?" Why, moreover, should the "original owners" be supposed to be better informed than the Government as to what occurred *after* the steamer passed into the Government's possession? The old owners have probably watched the career of the *Glendon* with some curiosity, wondering, with other steamboat men, as to what would ultimately become of her; but that they should be expected to make any statement in regard to her Captain's report on her, his determination not to sail in her this year, the Government's expenditure on her and the Government's policy with regard to her, is altogether absurd. It is right the Government should give the public through their organs such information as they are in the best position to supply. The *Globe* when in Opposition frequently rendered a public service in calling for information of this description. If it had found a steamer such as the *Glendon*,—whose purchase and repairs cost the country several tens of thousands of dollars,—lying idle in a Dominion port, it would have been ready to ask why this vessel was not engaged in the service for which she was purchased, or at least in some service. And had the *Globe* been told by a Government organ in reply to go to Tom, Dick or Harry for the information, as Tom, Dick or Harry was better informed on the subject than the Government, it would have been energetic in denouncing the insolence of the reply and the degradation of a Government that kept such an organ in its service. But "we have changed all that!" It seems to be the right thing now not only for the Government to blunder most consumedly in the transactions of their Departments but to glory in prevaricating explanations and attempts to transfer the odium of their wrong-doing to the shoulders of private individuals who are in no sense amenable to the charges brought against the Government.

OFFICIAL BUSINESS.—The Ottawa *Free Press* announced that the Minister of Customs was absent from Ottawa on "official business" in the Maritime Provinces. The Halifax papers are complaining that the Minister gave no time to Halifax, where there was a good deal of "official business" requiring attention. He arrived there in the morning and left in the evening, giving Halifax less than a day, while he had devoted a fortnight of his precious time to St. John! Unhappy Halifax! But let her rejoice at the manner in which the Minister conducted his "official business" in St. John. He should know that the salvation of the Dominion has been assured, comparatively speaking. The Minister's visit to St. John was one prolonged canvassing tour. He visited a large part of the County, saw his old supporters, looked up his old canvassers in the City, obtained from them (when he could) the lists of his old "Committees," and generally gave much attention to "official business" of this sort. So hard worked a Minister ought not to be complained of if he could give only a few hours to Halifax. It isn't Halifax that's to re-elect the Minister of Customs!

THE SENATORSHIP.—Mr. Deveber, M. P. for St. John City, was an applicant and was refused. Mr. Deveber then backed up the claims of J. V. Troop, Esq., one of our largest ship owners, and these, after some delay, were also laid aside. Ten days before it was known on the street that Mr. Lewin was to be appointed, the Minister of Marine and Fisheries had waited on Mr. Lewin and tendered him the position. That is to say, while the Government were dallying with several candidates the appointment was as good as made.

THE NOVA SCOTIA GOVERNMENT'S ATTACK ON THE "TELEGRAPH."

One of the good things the *Telegraph* has done of late has stirred the bile of the Halifax Press and the St. John *Freeman* to a remarkable degree, to wit, the *Telegraph's* championship of Cape Breton's railway grievances. Although the *Telegraph* spared the Mackenzie Government for its part in the surrender of the Pictou Railway without providing for Cape Breton's railways, it was entirely right in its view of the main question. For speaking a good word for Cape Breton it has been taken to task not only by such papers as the Halifax *Chronicle*, which, though partisan, is tolerably manly, but by papers of the class of the Halifax *Recorder*. It was in the latter that the following very mean paragraph appeared a few days ago under the heading "The cat out of the bag?":—

"Why is it that the St. John *Telegraph* is so bitterly opposed to the Nova Scotia Government that it publishes slanderous and at the same time hypocritical articles against the said Government? Would our readers like to know? Well, we will tell them. Some time ago the editor and proprietor of the *Telegraph* applied to the Nova Scotia Government for patronage; and on the ground that it was unnecessary to publish local advertisements in New Brunswick papers, the Government of this Province, through the proper office, politely and civilly declined. Since that time we mean little spite of the *Telegraph* has been sticking out, and growing and increasing rapidly. Had the *Telegraph* been in receipt of our Government patronage, perhaps it would have *proved* it had no personal interest in Eastern Extension by remaining silent on the subject."

The *Telegraph* is almost as much a Nova Scotian as a New Brunswick journal. It has probably as large a number of readers in Nova Scotia as any Nova Scotia journal. There need be little doubt that twice as many Nova Scotians read the St. John *Telegraph* as read the Halifax *Recorder*. It would be only a business-like step for the *Telegraph* to suggest to the Government of Nova Scotia what it would recommend to any Nova Scotia merchant or manufacturer, namely, that the Government might advantageously use its advertising columns for the publication of official advertisements. As a matter of fact, the Government of Nova Scotia as well as the Government of P. E. Island—where the *Telegraph* also circulates freely—*has* so used the *Telegraph's* advertising space. The pretence that the refusal of fifty or sixty dollars worth of advertising a year influenced the *Telegraph's* course on the railway question injures no journal except the *Recorder*; it merely shows the low standard of journalistic independence that prevails in the vicinity of that office. Ever since Mr. Elder's visit to Cape Breton a few years ago he has been enthusiastic over the possibilities and the future of that fine Island, as any one can gather from the numerous articles which have appeared from time to time advocating a railway to Louisburg and the development of the resources of Cape Breton. The *Telegraph*, moreover, has a large body of readers scattered all over Cape Breton, besides numerous correspondents, and it is reasonable to suppose that pressure from these correspondents and readers, as well as from the local journals, which appear to have a greater admiration for St. John than for Halifax, has had something to do with the very decided stand the *Telegraph* has taken on this question. But laying all these considerations aside, it is difficult to see how any journal not interested in bolstering up the worthless and tottering Administration in Nova Scotia, could find anything but condemnation for that Government's treatment of Cape Breton. We presume the proprietor of the *Telegraph* has put himself in communication with the Provincial Secretary of Nova Scotia, who is also Premier, and has requested to know whether such a slanderous attack, by an organ of his Government, quoting private correspondence with the Government, has been authorized by him. It seems to us it is about time this sort of warfare on the Press had been stopped or the responsibility placed where it appears to belong.

This much we may say in defence of an able cotemporary, assuming that its proprietor had at any time made such an application as that represented by the *Recorder*. We have reason to believe, however, that no such application was made by Mr. Elder to the precious Administration of which the *Recorder* is the suitable mouth-piece, that there was no refusal, and that consequently the *Recorder's* statements, as bearing on the *Telegraph's* course on the Railway question, are mere malignant inventions.

THE WEIGHTS AND MEASURES ACT.—We must again direct attention to the fact that while the Government are not enforcing the Weights and Measures Act in the rural districts, they continue through their agent in this city to persecute city traders with such notices as the following, which, by the way, appears to have been withheld until St. John's representative in the Privy Council had left for Ottawa:—

INSPECTION OF WEIGHTS AND MEASURES,
Act 36 Vic., Cap. 47.
St. John, August 30, 1876.

To

Take notice that on Sept. 4 I shall be prepared to inspect and verify the Weights, Measures and Balances used or kept for sale by you, on your presenting them at my office, Custom House Building.

I beg to direct your attention to the twenty-seventh section of the Act above cited, and which, for your convenience, is printed with this notice; and to inform you that if after the day above mentioned, you continue to use or sell Weights, Measures or Balances in violation of the provisions of the said Act, proceedings will be taken against you as required by law.

JAS. MACFARLANE,
Deputy Inspector of Weights and Measures.
Division of St. John.

Mr. Burpee had received a petition from the merchants, traders, etc., of St. John,—a document signed by every individual in the city interested in trade—requesting the Government to stay their hand until time was given to consider the propriety of the repeal of the Act. The petition urged many cogent reasons for this course. Mr. Burpee's answer is being received daily by many in St. John through the Government's agent, Mr. Macfarlane. Now if those who signed the petition were in earnest, the matter can not rest where it is. They owe it to their manhood and the justice of their grievances to stand by their original declaration made after mature deliberation. The gentlemen who took part in that meeting, the thousand or more who signed the petition, should now be heard from.

AND NOW WESTERN EXTENSION RAILWAY comes to the front again! The affairs of the road have reached a crisis. Owing to the non-payment of interest due the English bond-holders, who have a first mortgage claim on the road from St. John to the U. S. border, an injunction was served on the company and their servants, who are prohibited from removing any of the rolling stock from the bounds of the Province, and the officers are forbidden to act as the agents of the defaulting company. Messrs. Murray Ray (of England) and E. R. Burpee are appointed Receivers. The E. & N. A. Company Consolidated, being bankrupt, can make no resistance, and the management of the portion of their line lying in New Brunswick has thus passed from their control at present. It is safe to say that there were many intrigues and efforts at negotiation before this step was finally taken. It is hard to tell how the new arrangement will work, or whether those who have brought it about really intend to operate the line in the event of the United States parties interested not coming to terms. We presume that the English bond-holders only want their interest. What Mr. E. R. Burpee hopes to gain by the stroke is an entirely different matter.

ON THE WING.—The Minister of Customs has come and gone—all in one day. A notice in a morning paper, on Saturday, that he could be seen at the Custom House, brought a large number of our citizens there, who had business to transact; and we imagine the Minister had very little time to attend to the business of the department. Could he not have remained a day or two longer? Or, come a day or two earlier, instead of remaining nearly a fortnight in St. John? Perhaps this action on the part of the official is intended as a compliment to the Custom House authorities here; but there are many who are puzzled concerning the matter.—*Halifax Reporter.*

OUR BOOK TABLE.

GABRIEL CONROY, by Bret Harte; Toronto: Belford Bros.; St. John, N. B.: Jones & Morrison.

In this book Mr. Harte has established the fact that he cannot write a serial story of any length. He opened well; indeed, Gabriel Conroy began under the most favorable auspices. There were traces in the few introductory chapters that gave promise of much genius, but as the narrative proceeded and the characters and situations became more and more hopelessly involved, the story lost its fire and the pages became dull and commonplace. The tale lacks finish and ends too abruptly. Here and there, however, Mr. Harte has partly redeemed himself, and occasionally he gives us a charming description or a neat bit of character-drawing, but there is nothing in the book that can at all compare with those grand idyls which he gave us four or five years ago. While we pronounce Gabriel Conroy a failure as a novel, we must say that there are chapters in the book which reveal a true conception of art in its highest sense. There is no finer description of rugged California life than is to be found in Gabriel Conroy, and Colonel Starbottle, Gabe, Olly, Arthur Poinsett, Grace, Jack Hamlin, Peter Dumphy and Mrs. Markle are characters which, under Mr. Harte's pen, rapidly develop themselves into genuine men and women and live. Jack Hamlin, Poinsett and Dumphy are true types of the men we meet every day in California, and Gabriel Conroy, simple, honest Gabe, is one of those child-men whom Bret Harte knows so well how to describe. Gabe's very frailtiies almost become virtues. His life is made up of little heart touches, and he is always doing good in his homely, old-fashioned way. He enlists the sympathies of the reader, even when his stupidity merits contempt. Starbottle is sketched with much power, and he appears as a real flesh-and-blood creation, crafty, adventurous and unprincipled. Grace Conroy is to our mind rather overdrawn. The book will repay a perusal, for it is full of interesting sketches of life and character on the great Sierras. Starvation Camp is a powerful picture, equal in every way to Mr. Harte's famous "Outcasts of Poker Flat," and it is as intensely dramatic as his story of One Horse Gulch. The author, all through his romance, means well, but he has utterly failed as a social novelist, in its broad sense. His execution is imperfect. but the little idyls he introduces here and there in the tale are perfect and delightful. There are bits in Gabriel Conroy which are ravishing, and his account of the earthquake is one of the best of these. Messrs. Belford Bros. edition of this story is at once cheap and durable.

TOM SAWYER, by Mark Twain; Toronto: Belford Bros.; St. John, N. B.: J. & A. McMillan.

The life of Tom Sawyer is very good as far it goes, but it ends too abruptly. The humor of the story is good, and there is not too much of it. Some of the situations are dramatic, notably the adventure in the cave, and the scene with the robbers in the haunted house. The plot is ancient and only fairly worked up, but there are touches of Twain's peculiar humor here and there, which are quite delightful. Tom's school days, his examination before Judge Thatcher in the Sunday School, when he told the horrified Superintendent that David and Goliath were two of the disciples, his adventure with his aunt's cat, and his life on the island as a pirate are about as rich in humor and fun as Mr. Clemens has so far given us. Boys will be delighted with Tom and many will like Huckleberry Finn. Both characters, the author tells us are drawn from life. Certainly they act naturally and do things in the regular boy fashion. Mr. Clemens has succeeded in producing out of his reminiscences of boy life, a tolerably good sketch, something above the average, and highly amusing in its way. The superstitious element in a boy's composition is well brought out, and the development of this trait furnishes the most entertaining as well as the cleverest part of the narrative. The story is easy to read, and one runs through it almost before he knows it, when the author agreeably surprises you that he only intended to describe the life of Tom Sawyer the boy, and must now close. And this occurs just as the reader wants to know something about Tom Sawyer the man. A boyish love affair, the pranks of a mischievous but good-hearted youth, a murder, an attempt at robbery, and a few funny episodes make up the sum total of the *material* out of which this story of Tom Sawyer's life is constructed. Messrs. Belford Bros. have brought the work out in good shape.

THROUGH AND THROUGH THE TROPICS, by Frank Vincent, Jr. New York, Harper & Bro. St. John, N. B., J. & A. McMillan.

This is a very entertaining book of travel, written in a pleasant, gossipy way, and enlivened with anecdote and story. Mr. Vincent takes us through thirty-thousand miles of travel in Oceanica, Australasia and India, and on the way points out, in a charming manner the chief points and incidents of interest. The style of our author is simple and non-exaggerative. He makes no pretensions to fine writing, and his book is singularly free from a tendency to moralize stupidly over everything he describes. He tells us plainly what he has himself seen, heard and experienced. The chapters about India are the most interesting in the volume. The only fault with Mr. Vincent's book is that there is not enough of it. It is so delightfully written that the reader craves for more. This pleasant account of a trip through the Tropics promises to be even more successful than Mr. Vincent's first book, "The Land of the White Elephant," which reached an almost incredibly large sale. Messrs. McMillan supply the latter work also.

HISTORY OF KING WILLIAM III., by Historicus; Toronto: Belford Bros.; St. John, N. B.: J. & A. McMillan.

This is a well written life of William of Orange, whose memory all Orangemen revere and respect. The book is moderate in tone and occupies about one hundred and fifty pages. Messrs. McMillan send copies by mail at seventy-five cents for cloth, and fifty cents for paper editions. The circulation of this book should be quite large, we imagine.

THE CANADA LANCET for August has been received. Its editorials deal with such subjects as: Vaccination as a Prophylactic, The Recurrence of Poison Vine Eruption, Systems of Medicine, International Medical Congress, Tropical Weather in Ontario, Canadian Medical Association, besides Notes and Comments, etc., etc. The Selected Articles treat of a wide range of topics. The Reports of Societies include that of the Nova Scotia Medical Association. The number as a whole possesses a large amount of interest not only for the medical reader but the public. In the list of contributors to the current volume we find the names of many of the leading physicians of the Upper Provinces as well as of Dr. J. S. Benson, Chatham, N. B., Dr. A. H. Chandler, Dorchester, Dr. A. B. Atherton, Fredericton, Dr. E. Farrell, Halifax. We presume the *Lancet* finds its way to the offices of nearly all our Maritime physicians.

James Hannay's History of Acadia is now making good progress. It is being printed at the *Daily Telegraph* office, and the advance sheets which have reached us are as perfect models of careful and beautiful printing. Mr. Hannay has taken great pains with his history, and he promises to make it the most thorough and exhaustive work on the subject extant. The few sheets which we have thus far read exhibit specimens of Mr. Hannay's best style, which is as pictorial and fresh as it is dramatic and nervous. The book should be out by November.

R. Chamberlin, Esq., Queen's Printer, Ottawa, has our thanks for a copy of the Statutes of Canada, session of 1876.

Several other notices are unavoidably held over this week, including a notice of "Helen's Babies," for sale by Mr. H. R. Smith.

SINGING IN THE PUBLIC SCHOOLS.—*Apropos* of the announcement in another place, that Professor Addition is opening singing classes in the class room of the Y. M. C. Association, we would ask whether it is the intention of the St. John School Trustees to provide a singing master for the pupils of the Free Schools? Many parents have expected that something of the kind would be provided, as the expense of teaching the children in their respective classes would be comparatively little per capita. Professor Additon seems specially adapted for this duty, and, moreover, has met in other cities and schools with marked success. It would be well, we think, and the parents of pupils would be gratified, if the services of the Professor could be secured in some form or other. If the Trustees can not see their way clear to add another salary to the School expenditure this year, we dare say an arrangement might be made by which the Professor would be allowed to have access to the Schools and give instruction to such children as are furnished by their parents with a small tuition fee,—for the charge to each pupil, if all join in the classes, would be a mere trifle. No fault could be found with such an arrangement in any quarter.

SPORTSMEN are still visiting the Restigouche waters. Others are leaving for the Tobique river, which they will ascend, and cross over to the Restigouche or the Nepisiguit, thus making "a round trip" which will take them through a country where there is an abundance of game and trout.

RESTIGOUCHE COUNTY.—We have been obliged to hold over some notes on Restigouche County. They will appear in our next issue.

MR. EDWARD MANNING, A. M., who is just leaving St. John for Prince Edward Island, carries with him the respect and esteem of all in our City who have formed his acquaintance or known of his labors as an educationist. Mr. Manning is a native of Ipswich, England, and received a thorough training for a teacher's life at the Metropolitan College, Islington. He was sent to St. John early in 1855 by the Colonial Church and School Society, and taught under them for two years, when he formed a partnership with Mr. J. Hutchinson to conduct a High School as a private enterprise. Messrs. Hutchinson and Manning were appointed together to the St. John Grammar School in May, 1858, where they proved themselves thorough and successful teachers. On Dr. Hutchinson's resignation in 1869, Mr. Manning continued in the School in connection with Dr. Coster, and has remained there up to the present time. Mr. Manning, greatly to the regret of his friends in St. John, now goes to Charlottetown as principal of the