Dept of Public Work

THE WATCHMAN.

VOL. II. SAINT JOHN, N. B., SATURDAY, MARCH 10, 1877. NO. 45

New Advertisements.

C. FLOOD'S
PIANOFORTE & ORGAN WAREROOMS,
NO. 87 KING STREET, ST. JOHN, N. B.

ORGANS

by the Mason & Hamlin and Smith American Company.

The leading and best established Manufacturers on the Continent.

The Mason & Hamlin was the only Organ given First Rank with Medal at the Centennial Exhibition at Philadelphia, 1876.

These Instruments have a world-wide reputation. The most popular and the *only Instrument* that has a *European First Class Endorsement* by Musical Doctors and professionals as the *same* since for *50* Call and see and hear them. Send for Circulars and Catalogues.

Parlor and Church *Thousands now in use!* They are to be found in every Town and Village in Canada and the United States, as well as in every Important City and Town in the Old World.

ALSO, THE LARGEST STOCK OF FIRST-CLASS

GRAND SQUARE PIANOFORTES,

including the celebrated

WM. BOURNE and HALLETT & CUMSTON PIANOFORTES.

Catalogues and every information forwarded when requested.

Instruments sold on instalments and exchanged.

Sheet Music, Music Books and General Musical Merchandise. dec 9

GOLDEN BALL CORNER PHARMACY,

Just received:—

HAYTT'S LIFE BALSAM.
Ayer's Sarsaparilla,
Ayer's Cherry Pectoral,
Mott's Cough Syrup,
Halfe's Honey of Hoarhound and Tar,
Brown's Ext. Ginger;

Together with a full assortment of **Drugs, Medicines and Perfumes.**

E. G. BLAKSLEE.
nov11 Cor. Union and Sydney streets.

DENTAL NOTICE.

George P. Caldwell, M. D., D. M. D.,

(HALL'S BUILDING,)

Cor. King and Germain Sts., St. John, N. B.

June 30 1y

SKATES! SKATES!

C. G. BERRYMAN.

11 CHARLOTTE STREET.

ENGLISH, AMERICAN AND DOMESTIC SKATES, in variety, comprising

Acme,
Whelpley,
Marsden,
Wood Top, (Men's)
Wood Top (Ladies)
Long Reach.

Narrow and Broad Straps, Buckles, Ginghlets, Screws, etc.
Extra parts and Screws for Acme Skates.
Skates Ground and Polished in first-class style.
dec16

JAMES H. PULLEN,
CHARLOTTE STREET,

Has on hand a Splendid Assortment of

PAPER HANGINGS,

IN ALL THE

LATEST STYLES,

selected personally, and workmen

To Hang Them in First-Class Style,

PAINTING, GRAINING, GLAZING, &c.,

DONE AT THE SHORTEST NOTICE.

Call and Examine.

WE would call attention to our stock of WOOL KNIT GOODS, which we are offering at an immense reduction:

LADIES' PROMENADE SCARFS, in White, Navy Blue and Cardinal Red. These goods are clean and fresh and are really a splendid lot;

CHILDREN'S POLKAS, GAITERS and TIES;

MEN'S CARDIGAN JACKETS;

LINED GLOVES and MITTS, KNITTED VESTS;

We wish the public to understand that the reduction on these goods is genuine.

We have also in stock Matalasse Braid and Buttons, Smallwares, Trimmings and Gent's Furnishing goods;

Cardinal Red Silk Scarfs in great variety;

A few doors below Hanington's drug store.

SCOTT & BENNING,
dec30 28 King street.

ENCOURAGE HOME MANUFACTURE.

PATENT
ADJUSTABLE SCHOOL FURNITURE.

The Cheapest Approved Desks and Seats.

HAVING been adopted in the following Schools, with satisfactory results:—

COUNTY OF SAINT JOHN. —
Winter Street School, Portland; Indiantown School, Portland; Spurr's Cove School, Lancaster School, Fairville School, Dr. Wiggins' College, City of St. John; Coldbrook School.

WESTMORLAND CO.
Dorchester School (2 lots), Sackville Academy.

NORTHUMBERLAND CO.
Newcastle School.

KING'S CO.
Penobaquis School, Long Reach School, Cambridge School, Springfield School, Hammond School, Greenwich School.

KENT CO.
Richibucto Grammar School.

NOVA SCOTIA.
Digby School, Round Hill (Annapolis) School, Annapolis School, Kentville School, Amherst School, Canning School, Nappan School.

Dr. Rand for Training School, Fredericton.

St. John's, Newfoundland.

Will forward photograph and price list on application.

A large assortment of Household Furniture, wholesale and retail, at low prices.

C. E. BURNHAM & CO.,
jan20 95 Germain street, St. John, N. B.

NOVELTIES

IN

Ladies' Silk Scarfs,

LADIES'

SCARF AND CUFF PINS,

IN NEW DESIGNS.

Tidy Pins to match Furniture.

WOVEN INITIALS for working clothing, and STAMPED WORK, of which we have a full stock.

A. MACAULAY,
feb10 61 CHARLOTTE STREET,

At Reduced Prices.

BOYS AND YOUTHS' REEFERS, Beaver and Map Cloths.
Boys and Youths' Suits, with short and long Pants suitable for all ages.
Melton and Beaver Overcoats.
Canadian, Scotch and English Tweeds and Cloths, made for actual wear.

W. W. JORDAN,
feb17 2 Market Square.

New Advertisements.

ANCHOR LINE.

UNITED STATES and British Mail Steamers, sailing **Every Saturday** to and from New York and Glasgow (via Londonderry), and **every alternate Saturday** to and from New York and London.

GLASGOW SERVICE.

From New York.		From Glasgow.
Sat. Mar. 3, at 8 a. m.	CALIFORNIA.	Sat. Feb. 24
Sat. Mar. 10, at 2 p. m.	ETHIOPIA.	Sat. Feb. 17
Sat. Mar. 17, at 7 a. m.	VICTORIA.	Sat. Feb. 24
Sat. Mar. 24, at 1 p. m.	BOLIVIA.	Sat. Mar. 3
Sat. Mar. 31, at 7 a. m.	ALSATIA.	Sat. Mar. 10

LONDON SERVICE.

From New York.		From Glasgow.
Sat. Feb. 24, at 2 p. m.	UTOPIA	Sat. Feb. 3
Sat. Mar. 10, at 2 p. m.	ELYSIA.	Sat. Feb. 17
Sat. Mar. 24, at 1 p. m.	ITALIA.	Sat. Mar. 3

Steamers sail from Piers 20 and 21 N. R., New York.

RATES OF PASSAGE.—Payable in United States Currency.

BY THE GLASGOW STEAMERS:—

Cabin (according to location of Berth), - $65 to $80.
Excursion Tickets, good for one year, - $120 to $140.
Intermediate $35. Steerage $28.

BY THE LONDON STEAMERS:—

Cabin (according to location of Berth) - $55 to $70.
Excursion Tickets, good for one year, - $100 to $120.
Intermediate $35. Steerage $28.

We have also much pleasure in announcing to importers and the public generally, that the sailings of this splendid line of Steamers for Halifax and Saint John for the ensuing Spring have been arranged as follows, viz:—

FROM GLASGOW.		FROM LIVERPOOL.
Saturday, 10th Mar.	"SIDONIAN,"	Wednesday, 14th Mar.
	"ALEXANDRIA."	
Saturday, 24th Mar.		Wednesday, 28th Mar.

To be followed by first-class Steamers throughout the season.

From London: "Dorian," Friday, March 9.
" " "Tyrian," Friday, March 30.

(unless prevented by circumstances beyond our control.)

The above steamers being well known in the trade, and considerable care having been taken in fixing the sailing dates, we beg to solicit from Importers their undivided support.

Through Bills of Lading will be granted to all the principal points in New Brunswick and Nova Scotia.

Freight taken on as favorable terms as by any other first-class Trans-Atlantic Steamship Line.

No Bill of Lading will be signed for a less sum than half a quinea.

Parties desirous of bringing out their friends should make application to the subscribers who will grant Certificates of Passage from any place in England, Ireland or Scotland to Saint John, N. B., which are good for twelve months.

Drafts issued payable on presentation in sums from £1 upwards.

RATES OF PASSAGE.

Cabin, ... 13 Guineas.
Steerage, ... 30 Dollars.

For Plans of Cabins, Passage Tickets, Drafts or any further information apply to or address Henderson Brothers, 49 Union street, Glasgow; 17 Water street, Liverpool; 19 Leadenhall street, London, E. C.; 30 Foyle street, Londonderry; 3 Rue Scribe, Paris; 96 Washington street, Chicago; 7 Bowling Green, New York, and T. & A. DeWolf & Son, Halifax, or in Saint John to

SCAMMELL BROTHERS,
19 Smyth street.

Portland Foundry.

JOSEPH McAFEE,

(Late ARGUS MCAFEE.)

WAREHOUSE:

Main Street, - - Portland, St. John, N. B.

AGRICULTURAL IMPLEMENTS.

MANUFACTURER OF

COOKING STOVES,

SHIP, PARLOR AND OFFICE STOVES,

MILL CASTINGS.

Ship Windlasses, Capstans, and Ship Castings of all kinds made to order.

PAYNE & FRAZER'S PATENT SHIP PUMP, with Copper Chambers.

Lead Suppers and Water Closets, and all Goods in my line for Ships' use.

Work done to order with quick despatch. 68

jly29 1y

February 14th, 1877.

FISH! FISH!

IN STORE:—

1000 QUINTALS CODFISH,
500 quintals POLLOCK,
100 quintals HAKE and HADDOCK,
4000 boxes SMOKED HERRING.
ALSO,—Labrador, Shelburne and Eastern Shore Herring.
TO ARRIVE.—100 half-bbls. FAT SPLIT HERRING.

For sale by

feb17 GILBERT BENT, SOUTH WHARF

GRAND CLEARANCE SALE!

OF

DRY GOODS!

JOHN K. STOREY

WOULD respectfully inform his Customers and the Public generally that he is making extensive Clearance Alterations for a Grand Clearance Sale of STAPLE and FANCY DRY GOODS, MILLINERY, &c., the Sale to commence on Saturday, March 3rd, inst., and continue for one month, in order to effect an entire clearance before the first of May ensuing. The Stock is New and Fashionable, and consists in part of the following Goods:—

Rich Black Lustres, at Former prices,	15, 18, 20, 25, 30 cts.	⅌ yd.
	20, 25, 30, 35, 40 "	"
¾ Fancy Dress Goods, at Worth	12, 15, 18, 20, 25 "	"
	25, 30, 35, 40, 45 "	"
Japanese Poplins, at Former prices,	15, 18, 20, 25, 30 "	"
	25, 28, 30, 35, 40 "	"
Rich Black Silks, Worth	75, 85, 90, 1.00, 1.10, 1.25, 1.40, 1.50, 1.60, 1.75, 2.00	
Pim Brothers' Irish Poplins, very low.		
Lyons Poplins at 75 cts., worth $1.00 per yard.		
Black Cashmere at 70 and 80 cts., former prices $1.00 and $1.25.		
Scoured Winceys and Dress Tweeds at 10, 12 and 15 cts., worth 15, 18 and 20 cts. per yd.		
Scarlet and White Flannel, very cheap.		
Also—GREY FLANNEL from 25 cents per yard.		
An endless variety of Canadian Tweeds, from 50 cts. to $1.00, all wool, worth from 75 cts. to $1.25 per yd.		
Tweeds for Boys' Suits at 30 and 40 cts. per yd.		
Also, a good assortment of Haberdashery and Small Wares at nominal prices.		
A Choice Lot of Best and Cold KID GLOVES at 75 cents, worth $1.10 per pair.		
Silk Velvet, Velveteen and Patent Velvet, all colors very low.		
HOYLE & SONS Celebrated Prints, newest patterns and warranted fast colors.		
Grey and White Cotton, very cheap.		
Brown Holland Stripe Hessian Towels and Towelling.		
Bleached and Unbleached Table Linen, from 25c per yd.		
White and Colored Counterpanes, very low.		
A choice lot of White Blankets, from $2.00 per pair.		
Also, Grey Blankets at very low prices.		

Parties in want of any description of Dry Goods or Millinery, should not fail to call and examine the above Goods, as they will be found on inspection to be far cheaper than any offered in the City, and will be sold at prices to suit every one. Inspection invited.

JOHN K. STOREY,
Imperial Buildings,
feb 17—101 No. 2 KING STREET.

New Books.

THE BASTONNAIS, a Tale of the American Invasion of Canada, 1775, by John Lesperance.

THE HOME COOK BOOK, from recipes contributed by Ladies of Toronto.

SIDONIE, from the French of Alphonse, Daudet.
This Book has reached a sale of sixty-five thousand copies, and has been crowned by the French Academy.

THE SHADOW OF THE SWORD, by Robert Buchanan.

HENRY R. SMITH,
feb17 14 KING STREET.

New Advertisements.

WHAT THEY SAY ON IT! A FEW FACTS FOR THE PEOPLE.—There are but few preparations of medicines which have withstood the impartial judgment of the people for any great length of time. One of these is Dr. Thomas' Eclectric Oil. Read the following and be convinced:—Thos. Robinson, Farnham Centre, P. Q., writes, "I have been afflicted with rheumatism for the last ten years, and have tried many remedies without any relief, until I tried Dr. Thomas' Eclectric Oil, and since then have had no return of the attack of it. I would recommend it to all."—J. H. Earl, Hotel Keeper, West Shefford, P. Q., writes, "I have been troubled with liver complaint for several years, and have tried different medicines with little or no benefit, until I tried Dr. Thomas' Eclectric Oil, which gave me immediate relief, and I would say that I have used it since with the best effect. No one should be without it. I have tried it on my horses in cases of cuts, wounds, etc., and think it equally as good for horse as for man."—A. Mayhee, Merchant, Warkworth, writes, "I have sold some hundreds of bottles of Eclectric Oil, and it is pronounced by the public, 'one of the best medicines they have ever used;' it has done wonders in healing and relieving pain, sore throats, etc., and fix worthy of the greatest confidence."—Joseph Ruzan, Township Percy, writes, "I was persuaded to try Thomas' Eclectric Oil for a lame knee which troubled me for three or four years, and I never found anything like it for curing lameness. It is a great public benefit."—A. W. Hamilton, Warkworth, writes, "For weeks I was troubled with a swelled ankle, which annoyed me very much. Mr. Mayhee of this place induced me to try Eclectric Oil, and before one bottle was used I was cured. It is a most remarkable medicine."

S. N. THOMAS, PHELPS, N. Y.
And NORTHRUP & LYMAN, Toronto, Ont.,
Sole Agents for the Dominion.

NOTE.—*Electric*—Selected and Electrized.

READ CAREFULLY.

Samuel Osborne, Sophiasburg, says—"I was affected with Dyspepsia for nearly four years, my lungs becoming affected towards the last. I was induced to try the "Shoshones Remedy." After using three or four bottles I felt much better, and gained strength rapidly; my health improved steadily and rapidly, and when I had taken three or four bottles more, I was quite cured to health and strength, and have experienced better health than for twenty years before. I had been under the treatment of physicians before, but never received any material aid until I used your remedy."

A McKay, Truro, N. S., says—"he was very bad with Liver Complaint, but cured with the 'Shoshones Remedy,' and in a month was as well as he had ever been in his life. I am now in business and wish you to send me three more Government justified."

A. Wood, Conscon, says—"That he has tried the 'Remedy' for Dyspepsia and Dyspepsia with great success. I have also used the 'Shoshones Pills,' and find that they are as good as any I ever tried."

Rev. John Scott, says—"Mr. McKenzie Botting suffered from an attack of rheumatism, and was unable to move without help; but after taking a few bottles of the 'Shoshones' was able to walk as well as ever."

Price of the Remedy in plain bottles $1; Pills 25 cents a box

For sale Wholesale by T. B. BARKER & SONS and J. CHIPMAN SMITH, St. John. AVERY BROWN & Co. and FORSYTH & Co., Halifax.

CATARRH.

Constitutional CATARRH REMEDY.

CATARRH CANNOT BE CURED BY Snuffs, Washes or all applications. It is a weakness of the constitution, developing itself in the nasal organs first, afterwards extending to the throat and lungs, ending generally in Consumption, if not checked by proper remedies. Pains in the head, back, loins, and weakness in the kidneys, are its attendant diseases. More people have died from any other disease, children as well as adults. It is easily cured. Thousands of cases none of FORTY years standing, have been entirely cured by using the GREAT CONSTITUTIONAL CATARRH REMEDY.

Price $1.00 per bottle. For sale by all Druggists and Medicine Dealers. Send stamp for Treatise on Catarrh and Certificates to back the above, to

T. J. B. HARDING, Brockville, Ont.,
sep 30 1y Agent for the Dominion and Provinces.

Established 1865.

GILMORE & CO., Attorneys at Law,

Successors to Chipman, Hosmer & Co.,

629 F Street., Washington, D. C.

American and Foreign Patents.

Patents procured in all countries. NO FEES IN ADVANCE. No charge unless the patent is granted. No fee for making preliminary examinations. Special attention given to Interferences Cases before the Patent Office. Extensions before Congress. Infringement Suits in different States, and all litigation appertaining to Inventions or Patents. SEND STAMP FOR PAMPHLET OF SIXTY PAGES.

United States Courts and Departments.

Claims prosecuted in the Supreme Court of the United States, Court of Claims, Court of Commissioners of Alabama Claims, Southern Claims Commission, and all classes of War claims before the Executive Departments.

Arrears of Pay and Bounty.

OFFICERS, SOLDIERS, and SAILORS of the late war, or their heirs, are in many cases entitled to money from the Government, of which they have no knowledge. Write full history of service, and state amount of pay and bounty received. Enclose stamp, and a full reply, after examination, will be given you free.

Pensions.

All OFFICERS, SOLDIERS, and SAILORS wounded ruptured, or injured in the late war, however slightly, can obtain a pension, many now receiving pensions are entitled to an *increase*. Send stamp and information will be furnished free.

Claimants, whose attorneys have been suspended, will be gratuitously furnished with full information and proper papers on application to us.

As we charge no fee unless successful, stamps for return postage should be sent us.

United States General Land Office.

Contested Land Cases, Private Land Claims, Mining Pre-emption and Homestead Cases, prosecuted before the General Land Office and Department of the Interior.

Old Bounty Land Warrants.

Wanted cash for them. Where assignments are imperfect we give instructions to perfect them.

Mail Contractors and others.

We act as attorneys for such in procuring contracts, making collections, negotiating loans, and attending to all business conducted by us.

Liberal arrangements made with attorneys in all classes of business.

Address GILMORE & CO.,
P. O. Box 44. *Washington, D. C.*

WASHINGTON, D. C., *November 24, 1876.*

I take pleasure in expressing my entire confidence in the *responsibility and ability* of the Law, Patent and Collection House of GILMORE & CO., of this city.

GEO. H. B. WHITE,
(Cashier of the National Metropolitan Bank.)

INSURANCE.

Boston Marine Insurance Co

JANUARY 1, 1877.

CASH CAPITAL,.....$500,000.

Accounts Current for the Year 1876.

Amount Insured,	$45,656,787.00
Premiums earned,	96,320.94
Premiums earned and terminated,	$839,447.77
Interest,	35,320.86
Increase in value of securities,	3,988.45
	$878,757.08
Losses paid and all known and supposed losses,	$416,795.68
Rebates, return premiums, reinsurance taxes, and all other expenditures,	368,468.71
Net gain for the year,	156,012.29
	$878,757.08

Assets, Jan. 1, 1877.

Cash in Banks and Bankers' hands,	$364,249.98
$100,000 U. S. Bonds,	108,250.00
$75,000 City of Boston Bonds,	84,375.00
$27,000 City of Cambridge Bonds,	29,970.00
$20,000 Boston and Albany Railroad Bonds,	22,800.00
$10,000 City of Bangor Bonds,	10,400.00
$900 China Mutual Insurance Co. Scrip,	864.00
Loans secured by first mortgages,	105,700.00
Loans secured by collaterals,	94,800.00
Premium notes,	119,557.00
Unsettled premiums,	157,560.94
Accrued interest and other items,	5,084.31
	$1,374,561.29

Liabilities.

Losses due and unpaid,	None.
Losses unadjusted,	None.
All known, reported, and supposed losses,	$170,219.96
Premiums on all risks not terminated at 100 p. c.,	477,099.73
Capital stock paid in,	500,000.00
Net divisable surplus,	227,250.51
	$1,374,561.29

MARINE RISKS ONLY.

Certificates issued, payable in sterling, at counting house of Messrs. BARING BROS. & CO., London, England.

THOS. H. LORD, Sec'y. R. B. FULLER, Pres.

New York Office, No. 67 Wall Street,
GEO. H. STETSON, Manager.

St. John Office, Smyth Street,
feb3 VROOM & ARNOLD, Agents.

Seeds! 1877. Seeds!

OUR SPRING SUPPLY OF

Vegetable and Flower Seeds

were stored yesterday, in good order and condition, having been obtained from the celebrated house of Carter & Co., the most reliable in the trade. These Seeds will not be opened at present, but purchasers in the city and country will please take notice, and give in their orders as early as they may require them put up.

J. CHALONER,
feb10 Cor. King and Germain streets.

THE ISLES OF CHARLOTTE.

[CORRESPONDENCE OF THE WATCHMAN.]

WOODWARD'S COVE,
Grand Manan, Feb., 1877.

In my last letter, dated from Deer Island, I gave your readers a short sketch of my trip from Saint Andrews. I shall now resume my journey to Grand Manan.

WOODWARD'S COVE

is a very thriving little village, and the traveller is at once struck with the energy and go-aheadness of its people. Shrewd and keen in all business transactions, they compare favorably with your St. John merchants. Fishing being the chief source of wealth, all are engaged very extensively in it. They are now busy preparing for the coming season, repairing boats, hauling brush for weirs, &c. On account of the low price of smoked herring in the market, large quantities are still in their smoke houses awaiting better markets. Here we find four well-kept stores: W. B. Guptell, N. M. Small, S. G. Frasier, M. Small. The latter has quite a large house, where the traveller will find a good hotel. W. B. Guptill is the oldest merchant at the Cove, and at present is extensively prosecuting the fishing business. Mr. J. G. Frasier, having lost the use of his sight, his son, William, conducts the business; he is Postmaster of the village and agent for the steamer *Stroud*, running between St. Stephen and Grand Manan.

EDUCATION, THE CHURCHES, ETC.

Here we find also a fine school house, which is a credit to the place. The school room is large and well ventilated, and everything that could be desired for the comfort and accommodation of the scholars. Miss Roop is the teacher, (a Saint John lady) who has taken great pains and care in educating her pupils. Your correspondent was present during the school exercises and was very much pleased with the progress made. The attendance numbers fifty daily. The trustees are: W. B. Guptill, D. W. Lakman, with Dr. Cameron as Secretary. At the last meeting of Trustees $900 were voted for school purposes. It is the intention of the Trustees to finish the upper part of the school house for a Masonic Hall, there being quite a number of the fraternity on the Island. The religious element of Woodward's Cove is very much divided, there being Episcopalians, Baptists, Methodists and Mormons (or Latter Day Saints). The latter have quite a large building a short distance from the Cove. The Rev. W. S. Covert is the Episcopal Clergyman. He is stationed at Grand Harbor, two miles from the Cove, but goes to North Head every second Sunday.

THE MEDICAL PROFESSION

is represented by Dr. Cameron, a jolly good fellow and a general favorite with the Island people. His practice is very extensive, he being the only doctor on the Island of any note. Mr. John Wooster has opened a photograph saloon, which was greatly needed in the village. In summer he takes his little pleasure boat and secures handsome pictures of the coast. There are also two blacksmith shops, which are kept constantly employed, as well as a carriage shop.

Mr. A. Anderson has in operation a large cooper shop, from which the fishermen derive a great advantage. He is a skillful workman, his barrels commanding a high price on the Island.

A very pleasant surprise party recently paid an unexpected visit to the residence of Rev. W. S. Covert, when Dr. Cameron, on behalf of the congregation, presented the pastor with a very handsome ring. A pleasant evening was spent in social conversation, when supper being announced, we all sat down. Among the guests was W. B. McLaughlan, Esq., the light house keeper of Gannets Rock. The party broke up about 11 o'clock, all well pleased with the entertainment.

Your correspondent found

GREAT COMPLAINTS

and hard feeling at Woodward's Cove, in regard to the manner in which the McKenzie Government has used the people, Mr. Gillmor having promised them some improvements in the mail service and public works, which are not forthcoming. They complain (and I think very justly) of not having a Public Wharf. The freight coming from St. Stephen or Saint John is landed on the beach, and exposed to all kinds of weather, and is then trucked to the different stores. They say there is no accommodation for them, and as the Dominion gives the steamer a subsidy, something should be done by their representative to assist and alleviate their difficulties. In fact, Mr. Gillmor has completely ignored them in everything, and they are determined to seek redress when the next election takes place, which, they hope, will not be long. Similar complaints are heard at Grand Harbor and White Head, on account of no post offices being there, the people having to come to Woodward's Cove to get their mail.

In my next I shall give an account of my trip from the Cove to North Head. J. W. S.

AN EXTRAORDINARY CASE.

HOW A DOMINION SENATOR WAS PERSECUTED FOR DOING HIS DUTY.

The Ottawa *Citizen* says:—"A matter was brought up in the Senate yesterday which has heretofore engaged considerable public attention, and which envolves elements of political morality, tragedy and romance, and which is certainly of growing importance and interest. The facts, as brought out during the discussion, are as follows: A Mr. Young of Lunenburg, Nova Scotia, who had been the captain of a vessel, and who had lost his ship while helping at the wreck of one of the Allan steamers, was appointed shipping master by the late Government, and was paid by fees. When the present Government assumed power they dismissed Young from his office, alleging as the cause that the office was to be abolished or merged in some other. It is needless to say that the people in that section of the country were not deceived by the allegation—and a few weeks after Mr. Creighton, a supporter of the Government, was appointed to Young's office. At the next session of Parliament Senator Kaulback brought the matter before the Senate, but, of course, obtained no redress for the grievance which Young could justly complain of. On his return home Senator Kaulback was met on the street by the man Creighton, taunted with having brought his name before the Senate, and then got a severe thrashing. The matter of assault was brought before the court and Creighton was heavily fined, but this did not seem to curb his violent spirit. Senator Kaulback was again severely thrashed by Creighton, and threatened with murder, and all this, it will be remembered, because he had chosen to perform a public duty. But this is not the worst, for a short time after the dwelling of Senator Kaulback was set on fire and burned down; two of his servants were burned, and he himself narrowly escaped the same fate. Who the villainous incendiary was cannot be told for certain, but it is stated that Creighton was in the immediate locality at the time; that he was in a half-drunken state, and that he was seen to gloat over the fiendish work that had been done. When Senator Kaulback was on his way to Ottawa to attend his parliamentary duties this session, he was met by Creighton and threatened once more with murder if he dared to bring the matter before the Senate.

In the Commons—

Hon. Mr. Smith rose to explain a matter connected with an officer of his Department. He alluded to the appointment of Creighton, the shipping master at Lunenburg, who had made the attack on Senator Kaulback. The appointment had, he said, been made in the usual way. He remembered Senator Kaulback calling upon him and making a representation about Creighton, but what the precise nature of that was he could not say. He then referred to the statement made by Senator Kaulback in the Senate, and had no hesitation in saying that if such statement was true Creighton was not a man who should remain in the service. He thought, therefore, that the matter ought to be enquired into.

Mr. Church (Annenburg) made some explanations about the appointment of Creighton.

Sir John Macdonald said it was quite clear that the man should be dismissed from the service. It was clear that he had committed an assault on the Senator; for that alone he ought to be dismissed. Then there was the second offence, the threat that he (Creighton) would take the Senator's life if he dared to bring up the matter again in the Senate. He would, therefore, that the matter ought to be enquired into.

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FOSTER'S CONTRACTS.

[From the Ottawa Correspondence Toronto Mail.]

A debate which told strongly against the Government took place this afternoon, on Mr. McCarthy's motion for papers in reference to Mr. A. B. Foster's contract for the Georgian Bay branch, and on Mr. Kirkpatrick's amendment to include those respecting the same gentleman's contract on the Canada Central railway. Mr. McCarthy spoke with a conciseness and force which assure for him a high Parliamentary position. He charged the Minister of Public Works with paying money to Mr. Foster without the authority of Parliament, and he held that the contractor having failed to execute the work undertaken by him, should not have been treated with the consideration shown him by the Minister of Public Works. The sum paid to Mr. Foster in connection with the Canada Central railway is $68,000. It has been paid ostensibly for rails laid down by him along the line of route to the extent of 75 per cent. of their value. Mr. Haggart astonished the House by alleging that not a single rail had been laid within ten miles of the Canada Central, and that there were only 1,500 tons in all at Renfrew, which at $33 a ton would not justify the payment to Mr. Foster of one half the amount he had received, even were the Government justified in giving him anything at all. Mr. Kirkpatrick took up the legal view of the question, and in a forcible speech showed that the Premier had violated the terms of his own Order in Council. Mr. White (Renfrew) pointed out that not only was Mr. Foster not entitled to anything, but was responsible for $1,000 a day for every day wherein he failed to act up to the terms of his contract. The debate became somewhat irrelevant owing to a stupid remark by Mr. Cook that the old Government had paid contractors on the Intercolonial railway beyond the amount of their contracts. Mr. McCarthy, in closing the debate, wanted to know what steps the Premier had taken to inquire into the financial capability of Mr. Foster to perform his contract as required by law. Mr. Mackenzie said he had taken none. Sir John Macdonald having suggested that it was his duty to make this enquiry, the First Minister curtly and angrily retorted, "I know my duty as well as the honorable gentleman." He would have placed himself in a better position before the House and country had he attempted to meet the damaging charges made against him by some sort of explanation or excuse. He came out from the debate badly.

THE MOUNTED POLICE.

[From the Toronto Mail.]

What a gigantic sum our rulers spend every year on the North-West Mounted Police! The figures since the establishment of the force are as follows, 1874 being the year of organization:

1874	$199,600
1875	333,600
1876	369,500

Regarded as a colonizing agent in the North-West, the force thus represents an investment on capital account at 6 per cent. of $6,150,000!

But surely there must be a riot of extravagance in its management. It consists when at full strength of 300 officers and men, so that last year each member of it cost the country $1,230. The cost of the American cavalry soldier on the Indian frontier, on the other hand, is only $1,000. The latter has to fight Sitting Bull, and is perpetually on the march; hence, in the nature of things, he should cost the United States very much more than our North-West policeman, whose life and conversation are as pacific as those of his distant relative who walks his beat in the streets of Toronto.

We are instructed by a gentleman, who knows whereof he writes, that the relations of J. G. Baker & Co., the American firm which supplies the force with the authorities, are not calculated to keep down the expenditure. In the Public Accounts of 1876 this firm is down for a number of items, aggregating no less than $70,000. The correspondent referred to writes as follows:

"It may not be generally known to your readers that the supplies for the North-West Mounted Police, stationed at Fort Macleod, Walsh and Calgarry, are furnished by the Yankee firm of J. G. Baker & Co., whose main depot is at Fort Benton, Montana Territory, while at the same time Canadian firms, who are both able and willing to furnish the supplies on more favorable terms, are not allowed to do so, the present Government preferring to patronize our neighbors across the lines in this as in other businesses. The firm to which I have alluded contracts to supply certain articles at a given price, but most of the merchandize they supply is at their own price, which, it is hardly necessary to add, is rather high."

As a sample of Baker & Co.'s prices, our correspondent gives the following:

"This firm is also allowed to supply goods to the men of the force on credit, payment being guaranteed by the commanding officer at the post; whereas, should any other trader supply the men with goods, he does so at his own risk, and on this account Baker & Co. have monopolized the trade. During the winter of 1874-5 this firm made thousands of dollars by selling clothing &c. to the men at outrageous prices, simply because they must have them or suffer from the intense cold during that season. For this clothing the men had to pay out of their own pockets, and they have never yet had the money refunded to them, although it was through the blundering of Colonel French that the Government winter supplies of clothing and the men's private baggage, which was supposed chiefly of clothes, never reached them until the winter was almost over. The prices charged at the stations I have named are for common working clothes, as follows:—Coats, $15 to $20; pants, $10 to $15; coarse shirts, $5 to $6; socks, 75c. to $1.75 per pair; common boots, $8 to $15; felt hats, $6 to $8; blankets, $10 to $15. These are the prices the unfortunate members of the North-West Mounted Police had to pay for clothing which should have been supplied to them at the public expense, according to the agreement entered into when they were enrolled, an agreement which has been broken by the Government, as the claims of the men for necessaries they themselves supplied have not yet been recognized by the hon. the Secretary of State, although both Major-General Strath and Colonel Macleod assured the members of the force at the several posts that they should be attended to."

From the prices charged the men, some idea may be formed of the prices charged the authorities and of the way in which last year's bill of $70,000 was run up. The paymaster and general financial overseer of the force is Mr. Thomas Wilson, that sound Liberal who distinguished himself some years ago in the township of Proton. His own salary appears to be $2,200 a year, but he has a startling bill of sundries and incidentals, including $312.72 for postage and postage stamps, (he must have written 10,424 letters, each requiring a three cent stamp), $51.69 for telegrams, $487 for travelling expenses, and so on. The Public Accounts Committee cannot do better than institute a searching enquiry into the expenditure connected with this branch of the public service.

THE ARMS OF THE SEVEN PROVINCES AND OF THE DOMINION.—Ontario has three maple leaves, surmounted by a St. George's flag; Quebec has the maple leaves, a little varying in the arrangement, a lion rampant being next, and the fleur-de-lis above all; Nova Scotia has a fish swimming in a blue sea, between one Scotch thistle under, and two smaller ones above. Whatever they may be as a coat of arms, a Scotch member did not think they were very much in the way of thistles. New Brunswick has a ship sailing on a sea, with remarkably regular waves, surmounted by a lion rampant. Manitoba has a bison-bull, very rampant, under a St. George's flag, with a crown in the centre. Prince Edward Island has two trees, a big one and a little one, under a crown, with the motto, "*Parva sub ingenti*"—which may be freely translated "the little under the shadow of the great." British Columbia has a crowned lion, trampling under foot another crown between the letters "B. C." The lion is rather quiet looking—at any rate, is not nearly so rampant as some of the British Columbia members occasionally in the House. There is a [illegible] mixture of fierceness in the [illegible] nobility of concealed representation [illegible] however; and the whole [illegible] may mean that if British Columbia, or rather, Vancouver Island, does not get that railway from Nanaimo to Esquimelt, the British Columbian lion will trample the Canadian crown (perhaps even the British one) under foot, and elevate the small provincial crown to the first place. The Dominion arms are composed of those of the first four provinces, on a reduced scale, under the crown.

ONLY A BRAKESMAN.

[From the Toronto World.]

A few mangled brakesmen, more or less, are of no account, if we may judge from the criminal indifference to their peril displayed by our railway companies. Scarce a week goes by without the papers recording a case or two of mutilation, nearly every one of which would have been avoided if railway companies considered the lives of their employees of sufficient interest to engage their serious attention. A brakesman on duty on top of a train of freight cars occupies in broad daylight a dangerous position, but the danger is increased a hundred fold by night, when, regardless of blinding snow storms, rain or hail, he has to run backwards and forwards over the slippery roofs of eighteen or twenty cars. One false step while thus engaged, nine times out of ten, hurl the unfortunate man with broken limbs on the side of the track, or else drop him between the cars to be made mince-meat of by the wheels. The shocking accident that occurred on Saturday last between Frenchman's Bay and Duffin's Creek is only one more to add to the long list of similar accidents on all our railways. The time has arrived for the Government to insist upon a change. Railway managers should be compelled to pay attention. Even a cheap iron rail along the sides of the cars would annually save many valuable lives, and the mechanical genius of the nineteenth century must be of a poor order if it cannot provide a workable self-coupler for freight cars. No worse man traps exist on a railway than the frogs, yet every year witnesses scores of men sacrificed through their agency. Ten cents per frog would have saved many a life on the G. T. R.; yet the chief magnates of the road seem to value their own personal comfort, and exhibit supreme indifference to the safety or welfare of their employes. There is at the present time a bridge on the western section of this road that has killed several men; yet, a short time since, when extensive alterations were made to the structure, the Company's engineer insisted upon its being built precisely as before. This decision means that the unfortunate wretch, perhaps busily engaged applying the brakes, will forgets the proximity of the structure, gets his brains dashed out, just to suit the whim of a thick-headed railroad magnate. Very lately the complaints of the men induced the Superintendent to order the erection of ten lofty frames, one at the east and the other at the west approach to the bridge. From these depend lengths of rope, so that a warning is now conveyed to the forgetful in the shape of a bruised head or face. For this much mercy we suppose the men should be devoutly thankful.

If the list of those who have lost their lives on the railways of Canada through the wilful neglect and carelessness of the various companies were published, it would prove such a chapter of horror that the people of the country would with one accord demand a change. Will the high and mighty potentates who manage our railways condescend to listen to the wail of the widow and the cry of the fatherless? We doubt whether the echo will disturb the serenity of their mind. They must be forced to take action.

A TEMPERANCE EXPERIMENT.

THE GOTHENBURG SYS