RAILS.

The Door-Plate Policy.

1874.—50,090 tons rails purchased for the Pacific Railway cost $54.60 a ton.

1877.—47,795 tons on hand. No railway built. Similar rails now selling at $33 a ton. No prospect of using them for three years to come.

Loss now in fall of price	$987,000
Two years interest at 5 per cent., say.	260,000
	$1,247,000

Our Mrs. Toodles bought the door plate before she ordered the door.

There was an old woman, as story relates,
A notable woman was she,
Of a provident turn, and her constant concern
To forestall all the needs that might be.

Her pleasure with business, she mingled with care,
At auctions she often was found,
And a curious heap of things, useless but cheap,
She gathered from twenty miles round.

Considerable freight she thought she displayed,
When a staring brass plate for a door,
A bargain she bought, *tho' for Thompson* 'twas wrought,
And Smith was the name that she bore.

When questioned at home on the use of her prize,
With spirit she argued her case,
It was judicious, she said, for her husband was dead,
And a Thompson might come in his place.

And at least, it its use was prospective, no doubt
It was cheap, and that pleased woman of mind,
And she *knew* in a race which no friend could assume,
When any one questioned the price.

Thus canny Mackenzie, a long time ago,
With similar plea and excuse,
Made purchase of rails, but he utterly fails
To find us a track for their use.

Two years and a quarter have slowly gone by,
The rails are still rusting in piles,
And the loss that we score is a million or more,
While their mention the Premier rifles.

By all that we see we may fairly believe,
That the rails will long wait for the road,
And while Charley will lay a good slice of the swag,
The country must carry the load.

WHERE THE PUBLIC MONEYS GO.

THE FORT FRANCIS LOCKS EXPENDITURE: A HALF MILLION TO BE SPENT ON WORKS WHICH WILL BE USELESS TWO OR THREE YEARS HENCE.

In the Senate, Hon. Mr. Macpherson moved for the estimates in possession of the Government of the cost of locks and other works at Fort Francis between Rainy Lake and Lake of the Woods. He said since the scheme of utilizing the water stretches had been abandoned and there was to be an all-rail route to Red River, it was desirable to know whether this lock was to be completed. The engineer reported it would be of little use unless the channel of Rainy River was improved; and further that no estimate of cost could be given until additional surveys were made. He condemned this *entering upon such works before an estimate of cost was made.* By the same report it seemed the route, even if opened up, would be passable for less than five months. If there were no other route this would be valuable for the transport of emigrants to the north-west. The expenditure so far made on this lock was charged to the Pacific Railway, although the latter work was 1,000 miles distant. The country between Lake Superior and Fort Garry was describable as a barrier of rock at the east. He held that such an expenditure in the present state of the country was not justifiable. He referred to the Premier's speeches, in which he promised to utilize the water stretches of the west, to give speedy and economical communication with the North-West; but while the Prime Minister declared this to be the policy of the country, the first work he put under contract was the Georgian Bay branch. While the hon. gentleman had also declared his intention of opening up the fertile country of the North-West for settlement, the Agent-General of Canada was informing the people of Europe that Canada was not the place for settlement. It was evidently the idea of the Premier to utilize the Saskatchewan River as one of the water stretches, but it was a well known fact that the river was not navigable at low water, and it was frozen in winter. The Georgian Bay contract was, he considered, a political job to reward political supporters and catch the votes of the Ottawa valley. He had been groping ever since this administration came into power to ascertain what their policy was respecting the Pacific Railway, but he never could find out what it was. It had always been uncertain and indefinite, showing they had no policy except what suited them for the time being. At first, communication with the Pacific was by rail and water, but last session the Premier announced it was to be an all-rail route, so that the expenditure between the head of Lake Superior and Fort Garry was a loss of about 20 millions of dollars to the country. Referring to the increased public expenditure of the Dominion generally, he considered that it was of so extravagant a character that it would be impossible to continue it without ruining the country. He compared the expenditures in connection with the carrying on of the Government of the country under Sir John A. Macdonald during the last whole year he was in power with that of the Mackenzie Government since they came into power, showing a steady increase in all the departments, until in 1875 it had reached one million and a quarter of dollars over what it was in 1873, and in 1876 it was $1,673,277 over what it was during the last year of Sir John's Government. There could be no necessity for this enormously increased expenditure, as the Government with their large majority in the House could have adopted a policy of economy and carried it out. He was in favor of improvements for ports and harbors, but he feared from the estimates brought down this year that it was being over done. Considering the way in which our liabilities were spread, he thought it was time for the Government to proceed with only such public works as were absolutely necessary. Until the North-West had a larger population it was not necessary to expend such enormous sums in opening a railway from the head of Lake Superior to the Red River. At all events all expenditures on railways east of the Lake of the Woods should be cut off.

In the House of Commons on the same day,

Mr. Kirkpatrick moved for all Orders-in-Council relating to the construction of Fort Francis locks or canal, and other papers thereon. He said that by the public accounts it appeared that a vast amount of money had been expended upon those locks, but he had been unable to find much information regarding them, and he thought that the works constructed were not sufficient to justify the expenditure. He was, however, unwilling to believe that the Premier had undertaken to construct these works without first counting the cost. He held that the matter should have been attended to in the report of public works of last year. Two years ago the Premier had said there would be within two years and a half a full line of railway between Shebandowan and Thunder Bay, but he found the project had been changed, and *the railway cost a hundred miles north of Fort Francis*, and, under the circumstances, *the locks would not be needed for a hundred years to come.* He found that almost a year ago $77,000 had been spent on the works; Mr. Baillarge had reported that it was unadvisable to go any further before additional surveys had been made. Was this the way that public works were to be constructed? Upon this canal $105,000 had been spent up to the close of last year, and that without the Government being prepared to go on with work. $113,000 additional had been spent on the Rainy Lake route, and thus all the money had been thrown away without it having any connection with the Pacific Road. These canals, it was provided, were not to be constructed without there being a connection with the Pacific Railway, and what he wanted to know was, if it had at last been abandoned, which it was the duty of the Premier to announce.

Mr. Masson said that the Premier had promised that the works would be terminated this season, but he saw by his engineer's report that in the next two years it would be completed, and that only if the work could be carried on successfully in the winter months. Now, was it advisable to spend $400,000 or $500,000 on the work, when the railway would go so far away from it, and that *merely to carry supplies in that direction?* He desired to know what would be the ultimate cost of the work, the amount of which more properly should go into the railway itself. He complained that the Premier had commenced the work without properly consulting the House or knowing what it would cost or what its utility would be.

Mr. Kirkpatrick—It has cost $220,000 already.

Sir John Macdonald contended that it would cost half a million, and *would be of no use within two or three years from now*, when the railway was expected to be built at these points.

MORE EXTRAORDINARY EXPENDITURES OUT WEST.

HOW THE PUBLIC MONIES ARE SQUANDERED BY AN INCAPABLE GOVERNMENT.—A HARBOR SELECTED THAT IS NO HARBOR.

In the Senate, March 9, Hon. Mr. Aiken moved for a statement showing the quantity of land purchased for railway purposes by the Government on the Kaministiquia, for a terminus of the Canadian Pacific Railway, the persons from whom said purchase was made, and the amount paid therefor; also a copy of all correspondence between the Government and the municipality of Prince Arthur's Landing, touching the terminus of said railway. He said the wisdom of selecting this place as a terminus was questioned by many, and very high prices had been paid for land to speculators who had bought it cheaply to sell to Government. The river opens about the 1st of June, and closes in October. The bay into which the river runs is open much longer. The question is asked why this place on the river was selected, while they had such a splendid terminus at Prince Arthur's Landing. The excuse given by the Government for the dredging of the mouth of the Kaministiquia river was that it was to allow vessels loaded with railway iron to come up there; but it had since been ascertained that sufficient railway iron had already been landed there to complete 180 miles of railway, which would not be required, according to the Secretary of State, for years to come. He then proceeded to criticize the water-stretches route, and contended that after the railways now under construction from Prince Arthur's Landing to Red River were completed, the route would be 107 miles longer than the Dawson route, while there would still be nine portages instead of eleven by the Dawson route. When Fort Francis lock was completed it would reduce the number to eight portages, but on one side of that lock, for 44 miles, there was not more than 4½ feet of water in the river. Goods to be carried over this route, when the 250 miles of railway were completed, *would have to be handled twenty times*, only two transhipments less than by the Dawson route. Until the intermediate section of railway, 180 miles in length, was built, *not a ton of freight would pass over the route* when the other routes, by American lines, were available. The Government had made a mistake, if they continued to adhere to the policy which they announced a few days ago, and delay construction of the all-rail route from Fort William to Red River their commercial policy was one that could commend itself to no one. After they came into power they adopted economical policy on the Dawson route. They left the road to Mr. Carpenter on terms that made it to Mr. Carpenter's interest to carry as few passengers as possible, and to give it such a bad character that the route should be abandoned. The result of the policy of the Government was to drive settlers to the Western States, as could be seen in the colonies of Canadians settled along the valley of the Red River, south of Manitoba. The Fort Francis lock on Rainy River could be of no benefit whatever, except to the Americans, and if the Government understood the wants of the Northwest, they would at once build the all-rail route to the Northwest from Fort William, and abandon their water-stretches policy.

Hon. Mr. Smith said he had visited that country two years ago on the Chicora, and asked the captain to ascend the Kaministiquia, but he declined, as there was shallow water at its mouth. The party were landed at Parthurst, and next morning they chartered a small vessel and ascended the river some nine miles. He could endorse all that was said as to the unfitness of that river for a harbor. Prince Arthur's Landing was a natural and proper place for a port. It was a great mistake to select the Kaministiquia as a harbor. * * * He made this statement respecting the Kaministiquia River from personal knowledge. It was unit to be the harbor of the terminus of a railway. It was a narrow, crooked channel, and he could only believe the Government *were induced to adopt it by persons interested in lands there.* Never to the end of time could it be made a good harbor.

Hon. Mr. Sutherland (of Manitoba) said he knew nothing of the location of the eastern section, but he knew from personal observation that the statements of Mr. Aikins were correct as to the western section. *No merchant in Manitoba would venture to have freight brought that way.* The location of the line from Rat Portage westward had given general dissatisfaction in Manitoba. If Government had known as much of that country as he did, they would never have selected that route. The difference in distance between the northern and southern route was very trifling. It was generally believed that the engineers had been tampered with in selecting the route. He had learned from the most reliable source that the engineers reported that there was heavy grading and bridging at the south end of Lake Manitoba. The fact was that it was a perfectly level country, and the streams were few and narrow. All the way on the line located from Rat Portage to Red River it passed through a poor country, and would be little benefit to Manitoba. He never could see *why the worst route should have been selected*, and the crossing at Red River should be at the point where it would entail the greatest expense, and why the line should be carried by the Narrows of Lake Manitoba, when bridging there could be avoided altogether.

Hon. Mr. Campbell contended that this half-land, half-water route could not be completed for several years, and if the all-rail route was to be constructed during the same period, the expenditure on Fort Fancis lock would only be a waste of money that would result in nothing, *as freight would not be sent by a route where there were so many portages.* The question now was not what the late Government had expended on the Dawson route, but what the present Government were now doing in wasting money on the route between Swan and Fort St. Francis.

Hon. Mr. McLelan said the 250 miles of road undertaken by the Government between Fort William and Red River would cost half as much as the Intercolonial, and unless the other 187-mile section were constructed, the other 250 miles *would be worthless*, as it would have to be unused and unworked until the through line was opened. It appeared to him that it was an extraordinary waste of money.

Hon. Mr. Macpherson again condemned the expenditure at Fort Francis lock as useless and extravagant, *undertaken without surveys or estimates.* There was about 75 miles of river in the route, to be deepened from four and a half to eight feet. It was to be presumed that the bed of the river was rocky, and he would ask the House if that was a piece of work to be undertaken without an estimate, when it was only to be of temporary benefit? Here was the country committed to the expenditure of an unknown amount of money *without contract, without check or without audit*, and it was utterly impossible to form *even an approximate estimate of what the cost would be.* It was time for the Government to pause and consider where this was going to lead to. As for the expense of opening up and maintaining the Dawson route by the late Government, it was the only means of getting into the Northwest, but since that time the American road was opened to Morehead, and he contended that that route should be utilized until we could get sufficient population into the Northwest to permit of the construction of the all-rail route from Fort William to Red River. *The sections now under construction would cost as much as the Intercolonial*, and without the completion of the 180-mile link it would be comparatively useless. He hoped the Government would pause with the whole work west of Lake Superior to Red River, as it appeared to him to be nothing short of natural insanity, in sinking money in a place that could never be productive, and could only be utilized about four months in the year.

Hon. Mr. Girard (of Manitoba), expressed thanks to those who had discussed this question. It enabled representatives of Manitoba to present the case of that province to the House. He looked upon the original railway scheme as one suited to the wants of the country, but the present Government had made it a scheme beneficial to no part of the Dominion. He did not deny that the road should be constructed for the benefit of all the provinces, but that could be done without ignoring the claims of Manitoba. *The money expended on the route selected by the Government was thrown away.* There could not be a dollar of profit on the millions expended. He argued in favor of an all-rail route, and the time would come when that policy would be adopted.

COLONEL SELLERS AND HIS WIFE.—The Washington correspondent of the Cincinnati *Commercial* writes of John T. Raymond and his wife: "Mrs. Raymond is a Georgian by birth, and a Catholic. She is the daughter of an old artillery officer, who resigned and went South, where he distinguished himself, and for the 'Lost Cause' gave his life. Her brother and two cousins graduated at West Point, and carried away by the fever of the hour followed uncle and father, and were left on the battle-field. She is a most fascinating and highly cultivated woman, very handsome on the stage, but much more charming and elegant in the drawing-room. She possesses, in an eminent degree, that *savoir vivre*, graceful languor and genial courtesy, so characteristic of the Southern women. She is a great favorite in New York society and in dramatic circles, and devoted to her husband, of whose success she is justly proud. Raymond himself is just as much Sellers in many of his ways off as on the stage. He has a slight, boyish figure and a youthful, unbearded face; is a most agreeable addition to any social circle so fortunate to welcome him as guest; is to his wife of good husbande the best; surrounds her with every luxury money can buy and shields her from every care against which loving kindness can guard."

A WASHINGTON GUSHER DESCRIBES A PARTY NAMED MILLER.—Mr. Joaquin Miller has burst like a beauteous star across the horizon of Washington, and one letter writer thus poetically mentions him: "He was an intent listener during the reading of the returns, and one had a fine opportunity for studying his appearance. His soft, fine hair is a richly golden hue, his beard tawny, and his eyes brightly blue. In sunset light Joaquin is a perfect picture that an artist would despair of reproducing. One who saw him standing on a hill near Santa Barbara, at sunset, looking out over the golden waves of the Pacific, said that the vision could never be effaced from memory. The lion locks were longer then, the beauty of his face fresher and younger, and the figure shown in its perfection by the picturesque costume he wore before he left the Sierras and the sea to receive the laureis convenional society heaped upon him. In his appearance there is nothing of the top boots and red shirt that sensational writers have credited him with. A bell-crowned felt hat, military cloak, silver-headed cane, and large solitaire diamond studs and ring are the only noticeable features of his dress.

"THAT LEETLE TIM."

The boy with the basket of apples was half an hour late yesterday, for the first time in six months, and when he came in he was without his basket, and his eyes were red and swollen. He's been such a straight, square boy that he has many friends on this corner, and he was at once asked if the bootblacks had been cobbing him.

"No, not that," he said; "but don't you remember that 'Leetle Tim,' who came here once in a while with me?"

"Little Tim! Yes—he is your brother."

"That's what he was, and I was breaking him in to sell apples and make change. Well, little Tim is dead."

"No!"

"Yes. When I woke up at daylight this morning he was cuddled up to my back, cold and dead! The Lord took him in the night, sir; and wasn't it awful, sir, that I wasn't awake to put my arms over him and hug his little head up under my chin?"

"It's too bad—too bad."

"It's awful on us all, sir. Father's sitting in a corner, crying like a child; mother's weeping and wailing, and the children are smoothing little Tim's length, and calling on him to wake up! That's why I haven't brought the apples, sir, and that's why I won't be here for two or three days. We've got to bury leetle Tim, we have, and I don't see how we we ever gather around the stove again of an evening and he lying in the graveyard. I'm big, sir, but I can't help crying, and Father can't help but cry, and I wish——I——!"

And may the Lord seat little Tim at His right hand and give him a crown of glory.

THE B. G. CURE.

The street gamin of Detroit discuss the blue glass cure with all the philosophy to be looked for in college professors. Big English goes about singing:

Don't be too sure
Of a blue glass cure
For your rupture.

"Harky," the apple-boy who feeds the lawyers, may be heard at the head of a flight of stairs chanting away on:

These Northern spies delight the eyes,
But blue glass does the biz;
We've got a winder full at home
To cure our rheumatiz.

Jack Sharpe looks as wicked as ever, but his voice is gentle as he warbles:

"The old woman, her bones did ache,
For many and many a year,
But blue glass came, with all its fame,
And now she's tough as a bear."

Little Stonewall Jackson sings as he puts the shine on a boot, and he sings as follows:

She sat beside a blue glass pane
To cure her pal-pi-tation;
The sun came in and burned her ear,
And now she's all rex-ation."

While Thomas Henry Jackson is not entirely skeptical as to the cure, he may be heard any afternoon singing, as he parades Griswold street:—

"Oh, the bluest thing that I do know
Is a big blue bag of indigo;
Around my neck I'll hang one, sure,
And beat you folks on a blue glass cure."

NOT A CHICKEN.

At precisely two o'clock by the bells the other morning a policeman who was walking up Beaubien street caught sight of a negro who was skulking along a fence, and he called upon him to stop.

"Ize in a big hurry to ketch de mawning train fur Toledo!" called back the African.

The officer threatened to shoot if he did not stop, and the skulker halted.

"Does you imagine that I hez dun got a chicken heah?" he asked, as the officer approached.

"Yes, sir—that's exactly what I imagine."

"And if I hesen't got a chicken I kin go right down to de depot, kin I?"

"I guess you can."

"Well, sah, den gaze on dis yere an' tell me if de name is chicken!" said the man, as he pulled a big goose around in front of him.

The officer went back on his word, and took the negro under arrest, and the victim was yesterday explaining:

"Whar's de use ob tryin' to get along wid dem p'licemen? De best way is to drop de goose an' make fur de woods."

A STORY OF THE WEATHER.—Again comes up that story of Webster's introduction to Harriet Martineau—a story which is characteristic enough to be repeated occasionally. The great man was ushered up the large rooms to where the author of political-economy literature stood expectant. A murmuring hush prevailed. All eyes were fixed upon the pair. Up went Harriet's ear trumpet. Down stooped the massive head. A silence prevailed. "Very fine evening, Miss Martineau," said Mr. Webster, slowly, gravely, in his sonorous voice. "Very," returned the other, taking down her trumpet.

—Connecticut papers are telling a story of a Stratford old lady who had never been on the cars before, and who recently rode by rail to New Haven. On her return, being asked what she thought of it, she exclaimed: "Why, 'taint nothin' at all! It's the most monotonous thing imaginable! Why, I believe, coming back they went through the identical places they did when they went down!"

"GOSH."—A man calling himself Abel Storm, and claiming to hail from Chicago, registered at one of the hotels five or six days ago, and gave out that he wanted to buy a house and lot. He was supposed to have cash and to be a square man, but yesterday the landlord was convinced to the contrary. The guest slid out at an early hour without being seen, and an old suit of clothes was stuffed in and laid across the bed in his room to deceive the chambermaid. She was deceived until noon, when the clerk went up and discovered the cheat. An old paper collar was pinned to the effigy, and the clerk read the penciled message:

"Use this man gently. He can't stand grief. For further particulars see small bills."

—Blue glass pills are not good for chapped hands.

—Blue glass neckties are all the rage in New York.

—Among the affirmative evils may be reckoned ophthalmia. The eyes have it, you know.—*N. Y. Com. Advertiser.*

—Strawberries have appeared; but the best way to cook beans is to bake them in a porous earthen pot placing a piece of fat pork in the top so that it may trickle down and hug the beans.—*N. Y. Herald.*

—The dairy maid's ditty, "'Tis butter little faded flower." The butcher's, "Meat by moonlight alone."—*New York Commercial Advertiser.* The fugitive convict's, "Flee as a bird to the mountains." The imprisoned convict's, "Tyrant, soon I'll burst these chains."—*Norristown Herald.* The Black Hills miner's, "Silver threads among the gold." The cook's, "Hold the fork, fry ham coming.—*Yonker's Gazette.*

—If the mild weather keeps on much longer the man with the Ulster overcoat will turn benevolent, give his bulky garment to the heathen, and see how the poor benighted pagan likes it himself.—*Burlington Hawk-Eye.*

—Let us have a rest on blue glass.—*New York Commercial Advertiser.* No, thank you. We prefer to take a rest on a lounge, or a bed, or an easy chair, or something that way. Blue glass might break, you know.—*Norristown Herald.*

A student in a poem in the Bowdoin *Orient* inquires, "Why do I love my lassie?" Without the least desire to appear ostentatious, we should say because her father owns sixty thousand dollars in government bonds.—*Rockland Courier.*

—A cotemporary asks: "Are spittoons unhealthy?" Our acquaintance with spittoons is not very extended, but judging from the bad breath exuded by the few we have encountered, we should say they had a disordered stomach, if nothing worse.—*Norristown Herald.*

—Somehow or another the poets are idle this season. Odes to spring are so unusually scarce that waste-paper dealers have advanced the market a cent and a half per pound.—*N. Y. Com. Advertiser.*

—A Boston firm is the author of this exquisite little thing:

Those chamber sets last fall that sold
At fifty dollars each,
Are now marked down to thirty-five,
Within the poor man's reach.

—The Cincinnati *Commercial* says: "Why is it that editors never commit suicide?" The Burlington *Hawkeye* has investigated this subject a little, and thinks it is because the druggists won't sell strychnine on long time.

—"Mr. Gumbo, what was the greatest duel ebber fought in the United States?" "Dunno; wasn't it Aaron Burr and Alexander Hamilton?" Pompey (scratching his head hesitatingly)—"Well—p'raps—that May-Bennett."

—One of the lady teachers in the Peoria High School went out coasting a short time ago. But the cunning of her girlhood had forsaken her, for she steered wildly, and before she got half way down the hill she ran into two sleds and ran over three boys, knocked the overshoes off a fat man, scared a woman with a market basket and a baby into convulsions, ran under a cow and knocked a howl as long as a clothes line out of a Dalmatian dog, and finally went bulging through a rail fence and scalped herself and broke her leg, and she only weighed 102 pounds when she started. Truly, in the midst of life we are in mischief.—*Burlington Hawk-Eye.*

New Advertisements.

New Spring Goods,

Ex Hibernian steamer.

ELEVEN PACKAGES.

3 CASES WORSTED COATINGS,
2 cases OXFORD and HARVARD SHIRTINGS,
1 case UMBRELLAS,
3 bales NEW PRINTS,
1 case SCARLET WINDOW CORD.

LOWEST PRICES.

EVERETT & BUTLER
55 and 57 King Street.
mar3

TOILET WARE.

Just opened:—A splendid assortment of

FANCY TOILET SETTS!

AT

H. ROBERTSON'S,
5 King square.
mar3

NOTICE.

THE firm of DOUGALD McLACHLAN & SONS has been dissolved, John McLachlan retiring therefrom. The business will be continued by DANIEL McLACHLAN and ARCHIBALD McLACHLAN, under the old style, and they alone will sign receipts or bind the firm in any way.

DANIEL McLACHLAN.
ARCHIBALD McLACHLAN.

St. John, N. B., February 17, 1877. feb24 1m

BEDDING WAREROOMS,

95 GERMAIN STREET.

SPRING BEDS, MATTRASSES.
IRON BEDSTEADS AND CRIBS
Comfortables, &c.
ALSO:
FLOWER STANDS,
Hamper, Market, Laundry and Hanging Baskets,
Pew Racks, &c.
HUTCHINGS & CO.
oct7

THE PALACE,

FEBRUARY 26th, 1877.

IMPORTANT TO ALL!

Immense Reductions!

Annual Stock-Taking Sale.

To detail the bargains in each department would be impossible. Bargains in

SILKS, SHAWLS, STUFFS, COTTONS,
MILLINERY,
HOUSEHOLD GOODS, CARPETS, &c.

Open for Inspection and Comparison.

JAMES MANSON,
The Palace.
mar3

OAK HALL,

160 PRINCE WILLIAM ST.

CUSTOM TAILORING!

JAMES CONNORS

BEGS to inform the public that he has opened a New Store for the purpose of carrying on the Tailoring business. A choice selection of FANCY TWEEDS, DIAGONAL and WORSTED COATINGS always on hand.

P. S.—Gents, furnishing their own materials, can have them cut, trimmed and made. Style and fit warranted. New York Spring and Summer Fashions now on hand. Prices moderate.

T. MADDOCK,
Cutter.
mar3 1m

JAMES CONNORS,
Proprietor.

HEAD-QUARTERS
FOR
CUSTOM MADE SHIRTS.

GENTLEMEN,—Now is the time to replenish your Wardrobes.

The Seamstresses of the city are suffering for want of work. Therefore solicit your orders.

$1.50, $1.75 and $2.00,

are the prices for the

CELEBRATED FOUR-FOLD BOSOM SHIRTS,

A PERFECT FIT GUARANTEED.

E. H. B. TENNANT,
Shirt, Collar and Cuff Manufacturer,
46½ King street, St. John, N. B.
jan13

CARD.

THE undersigned, thankful to their numerous patrons for the favors conferred during so many years in the past beg to state that they have resumed the

Retail Business,

(carried on during the last two years by A. Wilson & Co.,) and have constantly on hand, at their old established stand

No. 25 WATER STREET,

A complete assortment of Stoves, Grates and Mantle Pieces, Ship Castings and Agricultural Implements, together with all other articles in the Iron Foundery line.

Intending purchasers would do will to examine our Stock before giving their orders elsewhere, as we are determined to sell very low for cash, and at prices defying competition.

Orders for Ship Castings, Iron Knees, or Foundry Work of any description, left at above address will receive immediate attention and despatch.

J. HARRIS & CO.,
New Brunswick Foundry,
Portland, St. John, N.B.
aug 28—3m

"RAILWAY" ALMAS!

A CASE NOW OPEN.

Indigo Blue, High Crowns.

At 57 King street.

HAT AND CAP WAREHOUSE.

jan20 D. MAGEE & CO.

New Advertisements.

READY-MADE CLOTHING

At Reduced Prices!

520 TOP COATS, NEW MATERIAL AND LATE STYLES;
375 Reefing Jackets, Blue and Brown Pilot and Nap Cloths;
1210 Business and Dress Coats, Broad Cloth, Tweed, etc., etc.;
973 pairs Pants, Black, Blue and Fancy Doeskin and Tweed;
865 Vests, Cloth, Doeskin, Tweed, etc.;
Shirts, Drawers, Gloves, Ties, Bows, Collars, Suspenders, Half-Hose, etc.

For the next two months we will sell the above Goods at greatly reduced prices.

GIVE US A CALL.

JAMES McNICHOL & SON,
Woollen Hall,
33 KING STREET.
feb3 1m

SANS PAREIL!

THIS CELEBRATED

GLOVE-FITTING SHIRT

needs only to be seen to be appreciated.

BEING

THE SHIRT OF SHIRTS,

IT IS

Unequalled for Style, Fit, Comfort and Durability.

CALL AND SEE THEM, AT

JOHN K STOREY'S,
No. 2 KING STREET.
feb10 8i

Retiring from Business!

CLEARANCE SALE
AT
NO. 59 KING STREET,
OF THE
ENTIRE STOCK AT COST.

J. H. MURRAY & CO.,

HAVING determined to make a change in their business, we are now offering their entire Stock at an Immense Reduction in price. The following lines will be disposed of at less than Cost for Cash only:—

Grey and White Cottons, Dress Tweeds, Fancy Dress Goods, Black Lustres, French Merinoes, Silks, Fancy Ribbons, Grey, White and Red Flannels, Gloves, Hosiery, Berlin Goods and Gents' Furnishing Goods.

Buyers will find this one of the best opportunities ever offered, as all must be disposed of before May 1st.

J. H. MURRAY & CO.,
59 King street.
feb17 1m

REAL ESTATE AGENCY.

Corner Princess and Canterbury Streets.

NOW ready for inspection at Office, a list of House Flats, &c., to rent.

Extra facilities for renting and selling property. No charges unless successful.

Stocks, Debentures, Notes, &c., bought and sold.

Mortgages negotiated.
feb10m JAMES HENDERSON.

RECEIVED

PER "LIZZIE G." AND "E. B. BAIRD."

10 BBLS. ASTRAL OIL—Whaler White.
25 bbls. Portland KEROSENE OIL.
25 bbls. Bay State Kerosene Oil.

For sale by

J. R. CAMERON & Co.,
feb17 73 Prince William street.

NEW GOODS

FOR SPRING, 1877.

100 DOZEN WHITE DRESS SHIRTS,
100 dozen FANCY REGATTA SHIRTS,
100 dozen LINEN COLLARS and CUFFS,
400 dozen RIBBED SHIRTS and DRAWERS,
60 pieces CANADIAN TWEEDS,
70 bales AMERICAN GREY COTTONS,
30 cases AMERICAN WHITE COTTONS,
15 cases COTTON FLANNELS,
10 cases CORSET JEAN,
20 cases Brown, Checked and Striped DUCK,
10 cases PAPER COLLARS, walnut boxes;
20 cases MEN'S WOOL HATS,
20 cases FANCY SOAPS,
2 cases SHAKER FLANNELS,
2 cases DOT DIPPERS,
1 case (100,000) EYELETS,
1 case (samples) STRAW GOODS.

These are now coming to hand daily and will be sold to sharp buyers at the lowest living profits.

EVERETT & BUTLER.
Jan27

CO-PARTNERSHIP!

A PROFESSIONAL CO-PARTNERSHIP has this day been entered into between the firm of

FRASER & WINSLOW and EDWARD L. WETMORE,

Barristers-at-Law, under the name and style of

FRASER, WETMORE & WINSLOW.

Fredericton, 2nd January, 1877. Jan13 3m

PROFESSIONAL CO-PARTNERSHIP.

THE undersigned have this day entered into a professional copartnership as Attorneys-at-Law, Conveyancers, &c. Dated at Woodstock, Carleton County, Nov. 17, 1876.

JOHN C. WINSLOW.
W. B. CHANDLER.

WINSLOW & CHANDLER,
ATTORNEYS-AT-LAW,
CONVEYANCERS, &c.,
WOODSTOCK, N. B.

JOHN C. WINSLOW, Barrister, &c. dec2 3m
W. B. CHANDLER, Attorney-at-Law.

NEW BRUNSWICK PAPER CO.

JAMES HARRIS - - - - - President.

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M. LINDSAY, D. BREEZE, A. EVERITT, E. S. FREEZE.

MILLS—PENOBSQUIS, N. B.,
Office and Warehouse:
16 Germain St., St. John, N. B.

MERCHANTS and dealers are hereby informed that the above Company are now manufacturing best quality of Leather Board, all sorts of Brown, Wrapping, Manila, Bag and Dry Goods PAPER, and in a short time will be running on News Printing Paper. These goods, together with a large stock now on hand, are all of superior quality and will be sold at lowest market rates. All sizes made Goods can be shipped direct from the Mills free on board cars if desired. Orders promptly attended to. Address all communications to NEW BRUNSWICK PAPER CO.

T. P. DAVIES,
Sec. and Treas.
nov18

New Advertisements.

STADACONA

FIRE INSURANCE COMPANY.

HEAD OFFICE, - - - - QUEBEC.

AUTHORIZED CAPITAL, $5,000,000.

ASSETS, DEC. 31, 1875, - - - $293,797.

Insures all classes of Risks

AGAINST FIRE!

AT MODERATE RATES.

Board of Directors for New Brunswick:—

ZEBEDEE RING, Esq., CHAIRMAN.
HON. T. R. JONES,
W. H. TUCK, Esq., Q. C., D. C. L.
JAMES DOMVILLE, Esq., M. P.
STEPHEN S. HALL, Esq.

WARWICK W. STREET,
Secretary and Agent for N. B.
OFFICE:—
MERRITT'S BUILDING, PRINCE WILLIAM STREET.
oct28

FIRE INSURANCE.

THE MUTUAL FIRE INSURANCE COMPANY OF ST. JOHN.

ESTABLISHED IN 1846.

THE Insured are Shareholders, under the terms of the Act of Incorporation, and receive annually two-thirds of the Net Profits.

The Declared Dividends for 29 Years have averaged 24 per cent., and have in some years been as high as 60 per cent. on the premiums of the Year.

Each risk is separately considered, and rated on its merits, by the President and Directors, who attend daily at the Office of the Company.

Loses are paid in full, without deduction or discount. No charge for Policies, or for alterations or renewals by endorsement.

OFFICES—13 Wiggins' Building, Princess Street.

JAMES HARRIS, PRESIDENT.
O. D. WETMORE, SECRETARY. dec 4—1y

FIRE and MARINE

INSURANCE AGENCY.

OVER THREE HUNDRED AND FIFTY THOUSAND DOLLARS DEPOSITED AT OTTAWA.

Aggregate of Cash Assets exceeds Twenty-Five Millions of Dollars.

Imperial Fire Insurance Company, of London.
ESTABLISHED 1803.

The Ætna Insurance Company.
INCORPORATED 1819.

The Hartford Fire Insurance Company.
INCORPORATED 1201.

Phœnix Insurance Company, of Brooklyn.
ESTABLISHED 1853.

Dwelling Houses, whether built or in course of construction, as well as Furniture contained therein, Insured for terms of one or three years, at lowest rates.

Steam Saw Mills, Vessels on the Stocks or in Port, Warehouses, Merchandise and Insurable Property of every description covered on the lowest possible terms.

British America Assurance Company.
INCORPORATED 1833.

The Merchants' Marine Insurance Company,
OF CANADA.
(Incorporated by Special Act of Parliament.)

Capital ONE MILLION, with power to increase to TWO MILLION DOLLARS.

Risks taken on vessels, cargoes and freights to and from any part of the World. Time and Voyage Policies issued at once, terms and conditions as customary in St. John. Rates moderate, and losses promptly paid in cash.

Apply at Insurance Rooms,
CORNER PRINCE WILLIAM ST. AND MARKET SQUARE.

ROBERT MARSHALL, Agent.
may 13

Ayer's Cathartic Pills,

For all the purposes of a Family Physic,

CURING

Costiveness, Jaundice, Dyspepsia, Indigestion, Dysentery, Foul Stomach and Breath, Headache, Erysipelas, Piles, Rheumatism, Eruptions and Skin Diseases, Biliousness, Liver Complaint, Dropsy, Tetter, Tumors and Salt Rheum, Worms, Gout, Neuralgia, as a Dinner Pill and Purifying the Blood, are the most congenial purgative yet perfected. Their effects abundantly show how much they excel all other Pills. They are safe and pleasant to take, but powerful to cure. They purge out the foul humors of the blood; they stimulate the sluggish or disordered organs into action; and they impart health and tone to the whole being. They cure not only the every day complaints of the body, but formidable and dangerous diseases. Most skilful physicians, most eminent clergymen, and our best citizens, send certificates of cures performed and of great benefits they have derived from these Pills. They are the safest and best physic for children, because mild as well as effectual. Being sugar coated, they are easy to take; and being purely vegetable, they are entirely harmless.

Prepared by Dr. J. C. AYER & Co., Lowell, Mass

PRACTICAL AND ANALYTICAL CHEMISTS.

Sold by all druggists and dealers in medicine

A. CHIPMAN SMITH,
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ENGRAVING

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jan20 1f

SHEEPSKINS!

3000 SHEEPSKINS.

FOR SALE BY

JARDINE & CO.
jan13

Go and See Them!

LADIES' SERGE CONGRESS BOOTS FOR 70 cts.

Ladies' Serge Slippers for 50 and 60 cts.

Ladies' Grain Calf Foxed Button oots for $1.85.

Ladies' Grain Calf Balmoral Boots, Sewed, for $1.50.

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GEO. A. KIMBALL'S,
KING STREET.
Jan27

HARD FELT HATS.

FIVE CASES NEW GOODS.

Men's Sizes. Medium Quality.

JUST OPENED.

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KEEPS ON HAND:—Mahogany, Walnut and Covered COFFINS. HEARSES and PALLS furnished. GRAVE CLOTHS and COFFIN MOUNTING of all kinds, and every article in the line for sale at the Lowest Prices.

Orders in Town or Country executed with promptness by day or night.

Personal attention given to the Selection of Burial Lots.

Funerals attended. All articles delivered in the City and vicinity without extra charge.

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STEAM POWER PAINT AND COLOR WORKS
MANUFACTURERS OF
WHITE LEAD, ZINC PAINT,
and COLORS of all Shades.

For sale lower than they can be imported, and on as favorable terms as any house in the Maritime Provinces.

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SAINT JOHN, N. B.

G. F. THOMPSON & SONS
PRICE LISTS ON APPLICATION. sep16

NEW GUN SHOP and SPORTING DEPOT.

J. ROBERTS,
GUNSMITH,
New Market Building, Germain Street.

GUNS of all descriptions;
REVOLVERS of all sizes;
SPORTSMENS COMPLETE OUTFITS.
GUNS REPAIRED with expedition;
KEYS FITTED.
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HOTEL CHECKS made to order.

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$5 TO $20 per day at home. Samples worth $1 free. STINSON & Co., Portland, Maine.

CYENDES to G. P. ROWELL & CO., New York, for Pamphlet of 100 pages, containing lists of 3000 newspapers, and estimates showing cost of advertising.

$12 a day at home. Agents wanted. Outfit and terms free