ers of the same place, are sons of George. Hugh McLean, a young man, eighteen years of age, was drowned in Langan's mill pond, Gaspereaux, several years ago. The pond was drained, but the body was never recovered.

The Watchman.

ST. JOHN, N. B., SATURDAY, DEC. 23, 1876.

CHRISTMAS AND ITS LESSONS.

Christmas is almost here once more, and the world is preparing to greet it merrily. Churches are decorated with evergreens, parlors are adorned with boughs, and shop windows are attractive with holiday greetings. Turkeys and plum-puddings are ready for the spit and the oven in houses where they are luxuries rarely indulged in. The little ones are elated with the expectation that Santa Claus will be kind to them, and most elderly people are not without hopes, more or less assured, of favors from the same mythical celebrity. Rich and poor, saint and sinner, old and young, are animated with the spirit of the time. People give freely who are too close-fisted to give at any other time; people accept gifts thankfully who are too proud to accept at any other season. Greetings are exchanged between those who have long ceased to greet each other, and a feeling of brotherhood melts part of the leiness and selfish exclusiveness out of the heart of humanity. "Merry Christmas" is the motto each one takes for himself, and the wish which he expresses for others. Some do not succeed in lessening the gloom in their own hearts, or undertake to do anything to supply the dearth of food or companionship which renders the general joy a mockery to others; but such are exceptions, and for such there is hope, for was not even Scrooge transformed from a scoffer at Christmas cheer into a merry-maker? The business man shuts his shop, forgets his rapidly maturing notes, lays aside his scheme for making money, and spends a portion of the day with his family. No collectors are met abroad on Christmas, and no man hesitates to venture forth from fear of dues. The children are allowed to don their Sunday clothes without putting on their Sunday faces. The church opens its doors, indeed, and holds commemorative services, but rather to identify itself with the prevailing spirit of gladness than to check the demonstrations of joy. It is a day of feasting and song, and no ecclesiastical authority is great enough to make it a time of prayer and fasting—a day for enjoying the good gifts of God, and not a time for mourning over the evil works of the Devil. It is a time for forgiving those who have offended us, for sinking particular enmities in the general feeling of fellowship, for renewing relations with early friends from whose side we have unconsciously drifted.

It is well with the man who allows the spirit of the season to influence him, who keeps his sympathies susceptible enough to be in harmony with the general awakening; and bad for him whose affections are frozen up so firmly that the Christmas thaw has no effect on them.

We can give our readers no better advice than this: Take stock of yourselves and see whether the humanity within you is still warm and expansive, or dead and cold; see whether it is dying for want of food, or responsive to every call. Even though it be dead, it may be revived. Though wrapped in the grave-clothes of selfishness and cynicism and misanthropy, the Lord will bid it arise and walk if you really become active in good works,

The reason for the widespread rejoicing, the universal exercise of charity at this time, and the increasing respect paid to Christmas, may be found in human nature itself. It is not so much that Christ came to save sinners, not so much that he is divine, that his birth is commemorated as it is, but because of the ideal of humanity which his life and death present to the world. Before he came, the world was without such an ideal. It had God and the Prophets, but it knew not Christ. Men had prayed to God chiefly for vengeance on their enemies and blessings for themselves. Nations had made war on the heathen for lands rather than from a desire to convert him to a knowledge of the true God. Great kings had built gorgeous temples for the worship of Jehovah, and had knelt in them, surrounded by their slaves and concubines. The chosen people of God traded with Him for blessings, giving so much devotion for a certain amount of favor, and being scourged with famine, pestilence and invasion as punishment for forgetting to call upon His name. Loving God because of His goodness, loving man because of his brotherhood, and doing good because of its own sake, were unknown. Men prayed because they were commanded to pray, and abstained from crime because of the punishment prescribed for sinners. The idea of poverty and power, of humility and the divine, being associated together, meeting in one person, was so foreign to the public mind, so incomprehensible to the educated intellect of the world, that even the marvellous miracles that marked the career of Jesus failed to convince more than a few that He was the Messiah. Could any good thing come out of Nazareth? Could the Son of God be born in a manger? Could the King of the Jews be bred in the house of a carpenter? Certainly not. The idea was laughed to scorn. The common people, who accepted it, were persecuted. Christ was crucified as a blasphemous impostor. Things might have been very different. The Messiah might have appeared in a golden chariot, wearing a jewelled crown, and attended by a host of armed angels. He might have delivered the Jews from the Roman yoke, and given them dominion over all the earth. He would, if He had come thus in power and pomp, have been accepted unhesitatingly by all classes of the people, and worshipped and obeyed. But He would have gone back to the Father and left nothing but precepts behind Him. His reign would have been an ideal for rulers with absolute power, but His life would have had no lesson in it for the poor and oppressed. Every poor sinner thinks he could be virtuous and happy if he were rich, and even in the model lives of prosperous people nothing which he feels called upon to emulate. That the world might have an ideal of humanity to aspire to, it was necessary that Christ should come as He did, that He should be rejected as He was, and that He should die a shameful death. With power to turn the very stones into luxuries, He sat at meat with His humble followers; able to change pure water into wine, He used His power only for the benefit of others; with the power of calling a host of angels to His aid, He suffered Himself to be mocked, tortured, executed on the cross between two thieves. He healed the sick, opened the eyes of the blind, made the lame walk, was tender and forgiving to the sinful, and prayed for His enemies—for His murderers—"Father, forgive them, for they know not what they do." The world was amazed at first, because no man had dreamed of living in obscurity with honor and power within his grasp, of eating humble fare with luxuries at his command, of dwelling with the poor and lowly when he might have had princes to wait at his table, of doing good without reward, of patiently enduring blows when he had the power to crush the smiter, of enduring an ignominious death when he might have crushed the executioners with a word, of forgiving and blessing his enemies. The sacred writings of the world taught no such doctrine, the great men of old, who had walked with the Lord all their days, had left no such example, the laws which Moses received from God and gave to the people contained no such command. It was an eye for an eye, a tooth for a tooth, a blessing for obedience; a land flowing with milk and honey for worshipping the true God forty years in the dreary wilderness; for bowing down to idols, fire and sword from the enemies of the chosen people. Lapsing into idolatry is punished with national humiliation, and returning to God is rewarded by the gift of vengeance on the foe. Samson, losing his strength by dallying with sin, suffering punishment in his weakness, and wreaking wholesale vengeance on his enemies when his strength returned, is the impersonation of the Ten Tribes; his life the epitome of the nation's history, of God's dealings with his chosen people.

But Christ came, and proclaimed a new order of things. He lived, and gave the world a new ideal of manhood. He died, and the prayer for his executioners was the crowning revelation which he made to the world. This new ideal of manhood, this example of a noble life and a calm death, this career of greatness, unlike the ideals which the world had before them, could be emulated by the poor and lowly. Neither the wisdom of Solomon nor the strength of Samson was necessary to him who took the meek and lowly Jesus for a pattern and strove to live as near to Him as possible. Neither wealth, nor fine raiment, nor power, nor freedom, was necessary to climb the mount of glory from which Christ looked lovingly upon the world. All men can exercise their power for the good of their fellows, all men may endure pain and undeserved ignominy patiently, all men may forgive their enemies. Gentleness, helpfulness, charity, humility—all these virtues may be cultivated by everybody.

It is because of the new ideal which Christ gave the world,—forgiveness instead of vengeance, the use of power for benefitting others instead of glorifying self, returning good for evil, finding happiness in humble walks of life, regarding all men as brothers,—that the world loves and honors His name and celebrates His birth. The ideal seems far above the greatest human power, as all ideals should, but approach to it is possible for the weakest of mortals. Even the wickedest of men read the record of Christ's career with admiration, just as the greatest coward looks upon a hero with regard. In this sense, at least, Christ has lifted all men up to Him—made them wish, even though they may do nothing towards making the world reality, to be like Him.

INTER-COLONIAL RAILWAY MANAGEMENT.

No water for the locomotives at many points on the Inter-Colonial Railway! No water, and winter fairly set in,—and Halifax made the Winter Port for the Upper Provinces,—and transmission of the mails from Montreal to Halifax in twenty-eight hours promised by the Railway management—and ocean steamers depending on the mails being forwarded in time! "Want of water" has been the cry for the past fortnight! A nice state of things for the people of Canada to be informed of in the midst of snow storms, and after a sum nearer to thirty than to twenty millions have been expended on the road and its equipment on all the Divisions! Nearly $20,000 has been expended for a Palace Car for Mr. Brydges' personal gratification, but the Government, it appears, had not funds sufficient to provide a reliable supply of water at all points. This is what is called splendid railway management!

A CRY FOR COAL.—The want of water is not the only great want on the Inter-Colonial Railway under Mr. Brydges' and Mr. Luttrell's superb management. Last week this great Government work had no coal for its locomotive on at least one of its divisions. For some time past, it would appear, the drivers have been coaling on the Western Division as best they could. The supply of coal which Mr. Brydges was good enough to offer to railway employes on this line at what it cost at the pit's mouth, failed to reach those for whom it was intended, the Government's locomotives having consumed it all. Here and there, also, the drivers were obliged to confiscate private coal, such as Mr. Domville's and other parties; but last week it would seem that everything at this end of the line was used up and the Railway people had to buy coal from the sheds of the St. John agents of the Springhill Mines. The Railway had contracted for coal at $2.10 at the Mine, but last week it was obliged to pay Messrs. Starr $6 for the same coal!

It will be remembered that Mr. Brydges in his famous report on Mr. Carvell's management denounced that officer for laying in a stock of coal when it was not needed. Mr. Carvell laid in his in summer; Mr. Brydges believes that winter is the proper time for laying coal in,—in winter when the line is liable to be interrupted by storms, when all the locomotives are needed to keep the line open, and when it is all important that every engine and every car should be in readiness for those emergencies which seldom fail to arise when railways are least prepared for them. We have had a specimen of Mr. Brydges' style of handling the coal question, and, to say the least, it compares badly with Mr. Carvell's. The travelling public think so too.

EXPENSIVE PUBLIC BUILDINGS.—It is stated as a fact that the ten foot addition to the head-quarters railway building in Moncton has already cost more than was paid for the original building. The figure is said to be in the vicinity of $12,000. It's surely a costly ten foot extension. At the same rate, had the whole building been put up under Brydges-Grit management, it would have figured in the public accounts to the tune of $100,000 instead of one eighth of that amount, which it cost under the "corrupt" Government of Sir John A. Macdonald. It must be evident to all that we are enjoying severe fits of "economy" under "Reform" auspices,—and many of them.

Another instance of economy and brilliant management may be cited. The Government authorized two residences for railway officials to be erected at Moncton, one for the Engineer, the other for Mr. Luttrell, the Train Superintendent, the cost to be $3,500 each. We are given to understand that the buildings are already charged with payments in the vicinity of $7,500 each, or $15,000 instead of the $7,000 proposed! And even this large sum does not include certain charges for material, &c., which should be added to make a proper understanding of the actual outlay. If Mr. Mackenzie were in Opposition now, what a chance he would have to contrast the Government's estimates with the Government's actual expenditures for public works.

YET ANOTHER INSTANCE of Grit economy. During last year there was certain land surveying to be done around the railway stations in New Brunswick and Nova Scotia. It was comparatively light work, and haste was not necessary. It could have been done by persons on the engineering staff of the railway. Mr. McNab had at Moncton an assistant who, besides his other qualifications, was a duly qualified land surveyor; he was in receipt of a salary of $1,200; and he had abundance of time to devote to this work. We know he had plenty of time, for the following reason:—Mr. McNab had been employed to settle a dispute between the Western Counties Railway Company and Yarmouth, N. S., and certain of their contractors. He did not give much, if any, time to the duty himself, but he dispatched his assistant, to whom we have referred; the assistant did the necessary measuring up and collected other desired information. He was absent from his post in Moncton six or seven weeks. For his labors, Mr. McNab received, it is said, $500, of which he lavished on his assistant just $100. The time of the assistant, for which the Government paid at the rate of $1,200, was thus given to clearing $400 for Mr. McNab, instead of being devoted to the land surveying at the several stations. For this latter service, it is said, the Railway Management paid about *Two Thousand Dollars*,—a sum which might have been saved had Mr. McNab put his assistant at this work (which he was anxious to do) rather than send him to Nova Scotia to earn a neat fee for Mr. McNab. The net result of the operation was that the Government lost $2,000 and six weeks of a salaried official's time: Mr. McNab cleared about $400.—Hourly we discover fresh illustrations of what they used to be, and learn the true meaning of "reform," "economy" and other Grit watchwords.

RAILWAY ACCIDENTS, ETC.—Says Monday's *News* (Government organ)

THE INTERCOLONIAL RAILWAY.—"The night express from Halifax did not arrive until 10 last evening. Some detentions were caused by the freezing up of the tanks so that the engine boiler had to be filled by hand, and there was a delay of some hours at Memramcook waiting for trains. The Northern train reached Moncton at 9 a. m. yesterday, and its passengers waited for the Halifax express. Passengers from Montreal to St. John were forty-eight hours on the road.

Forty eight hours from Montreal to St. John, instead of the twenty-eight in which the Superintendent professed to carry the English mails between Montreal and Halifax!

The *Evening Globe* of the same day had the following:—

Saturday night's trains on the Intercolonial Railway were delayed by the freezing of water tanks, etc. The passengers due here yesterday morning arrived last night.

The same journal on the same evening contained the following in reference to the English Mail Train from the Upper Provinces for Halifax:—

The English Mail Train was detained at Moncton yesterday by accidents, frost, etc. We presume, however, that the steamer would wait for it.

An English Steamer waiting for the Inter-Colonial Railway trains is a sight for railway managers to weep over.

The same journal on Saturday last said:—

COLLISION.—Just as the Northern Express train was approaching the Railway Station this morning, —about 9.40 o'clock—a locomotive came out of the Round House and was proceeding on the same track in the same direction. The speed of the Express train could not be slackened in time, and the result was that the locomotive drawing that train ran into the other engine. Both were badly damaged. The Express train locomotive was thrown from the track but the cars remained. The engineer and firemen remained at their posts, and escaped unhurt.

The postal car on the same train broke down last night.

A collision in the very grounds of Saint John station, two locomotives badly damaged, and, moreover, "the postal car on the same train broke down" seven or eight hours later, while the train was going east! The blame of the collision rests on Woodworth, the driver of an unattached engine. The *Telegraph* says:—

Woodworth, who is a new hand on this end, says he did not know the main track, that his watch had stopped, and that 29 would not move quickly enough when he saw the express.

On this subject a correspondent writes THE WATCHMAN as follows:—

An engine getting ready to leave town with an extra train was on the main line on *the time* of the River du Loup express, which ran into her. The Railway authorities are supposed to supply watches, but the driver (Woodworth) of this extra engine had not a railway watch, but one of his own, which *had stopped* before the accident. Therefore the Railway is to blame. Damage is heavy.

The *Globe* of Thursday evening says:

THE INTERCOLONIAL.—The train which left Quebec on Monday morning had not got farther than Bathurst at 10 o'clock this morning. The mails cannot arrive at St. John until this evening. The train which left St. John yesterday afternoon was at Miramichi at 10 o'clock, about 10 hours behind time.

So after building twenty miles of snow sheds and snow fences, after lavishing money like water on this road, after providing the Management with the most numerous and most expensive staff to be found on any railroad in the world, the first snow-storm disarranges the whole passenger and freight traffic of the line from end to end and leads to detentions of ten to twelve hours, which practically amounts, to business men, to a detention of a day!

The delays this week have been most remarkable. The Upper Province mails, due at 9 a. m. on Tuesday, did not arrive until late at night. On Wednesday and Thursday matters were still worse, the delays being in each case about twenty-six hours. The railway authorities instructed the officials at St. John station to refuse the newspaper reporters or anybody else any information on the subject of the detention of in-coming trains and the Government papers on Wednesday and Thursday contained not a single reference to the I. C. R.! We learn from passengers who got down by freight trains on the Northern Division that on Wednesday the express was snowed up at St. Flavie, and we have no doubt there has been a great deal of bad work on the railway this week.

MR. SUP'T LUTTRELL has got the *Telegraph* to explain that he did not "laugh" at Mr. Domville when the latter remonstrated against the reckless rate of speed at which an express train on which he happened to be, on Thursday last, was being driven between Springhill and Amherst. He says that, in deference to Mr. Domville's opinion, he ordered the speed of the train to be reduced. After this, we shall expect to find the passengers, instead of the officials, providing for the safety of life on these trains. On the occasion referred to, the express train ran five miles between two stations in five minutes!! Mr. Luttrell, we regret to find, does not correct the *Times'* statement to the effect that "*sometimes he wows the wrath of liquor*" *is in charge of the engines.*" This is surely a very bad state of affairs.

[FOR THE WATCHMAN.]

FASHION NOTES.

CHRISTMAS, 1876.

An event of paramount importance in the lives of the young people of St. John has occurred since last we wrote. The Skating Rink has been opened, and thus the principal winter amusement of this snow-bound city has fairly commenced. Every little boy upon whom we have happened for the last fortnight has been found examining solicitously into the condition of his skates, and every little girl has accosted us with so much more solicitude respecting the most fashionable

SKATING COSTUMES,

that we are absolutely forced into redeeming a promise made some time ago with regard to dresses, hats and other etceterss for Rink wear. At the time wherein this promise was made, we anticipated a very ample supply of information, but, since then, those anticipations have been so meagrely realized that, were it not for the persistence of those *persistent* skaters, we would, for once in our lives, go back upon our given word. As, however, they have rendered this impossible, we plunge into the difficulty by telling them, in the first place, that they can wear exactly what they like. Short and unsatisfactory as this advice will, no doubt, seem, it may really be called the "truth in a nut shell," there being no place where fashion is so lawless, or individuality of taste so effective as upon the Skating pond or rink.

Some half score or dozen years ago, when skating for ladies was looked upon as a great novelty in the Maritime Provinces and a Rink was regarded as the newest idea imaginable, every *modiste* in the land was set to work to devise costumes by which *debutantes* on the ice were enabled to make an appearance at once startling and original; but now skating and Skating Rinks are such matter-of-fact, not to say old-fashioned, affairs, that the fickle goddess no longer makes a specialty of them, ordinary street costumes being, as a general thing, considered sufficiently appropriate for such occasions, that is, excepting Skating Tournaments and Grand Carnivals. Of course, there are and always will be some stylish young ladies who feel it incumbent upon them to dedicate a special dress to every special occasion, but, commonly speaking, the girls of St. John are perfectly well aware that there is no time or place where youth and beauty are seen so fully to advantage as within the walls of this same much-loved and much-resorted-to Skating Rink; and, knowing this, many of them are content to believe in Goldsmith's idea of

"Some fair female, unadorned and plain,
Secure to please while youth itself doth reign.
Slights every borrowed charm which dress supplies,
Nor shares with art the triumph of her eyes."

While the remainder, or, at least, some of the remainder, must per force be classed with those who

"When those charms are past—for charms are frail;
When time advances and when lovers fail,
Then shine forth, solicitous to bless,
In all the glaring impotence of dress."

Dropping the poetical vein and coming down to prose, the only real skating fashions we have been enabled to ascertain may be enumerated under the following special jottings:—

"Firstly": the Eureka club skate is, above all others, the most favored and fashionable which this season has as yet evoked. Tight fitting suits will not be considered *à la mode* when worn upon the ice. Rough surfaced materials, such as camel's hair and matelasse cloth, will be very much patronized, but damassé now comes in so many cheap forms that it has already subsided into a second or third rate position. Lastly, to preserve the individuality of idea before referred to, any coquetry which the feminine mind can possibly conceive in the way of dress, will prove not only admissable but grateful to the eye; and, above all things, vicinent contrasts will be and, indeed, are the order of the day. Navy blue, brown, green, steel grey and black are alike enlivened with a multitude of bows of the inevitable cardinal shade, a shade which has obtained and still maintains a thoroughly unprecedented amount of favor. Fur hats, toques or caps are very commonly brightened up by a knot or loop of this color, and suits intended principally for skating, such as Russian costumes of heavy cloth, trimmed extensively with fur, are often completed by a flossed cut edging of cardinal just showing above the fur collar, several long loops of the same shade of ribbon being tied carelessly at the throat.

Another peculiarity of these semi-skating costumes, in fact, we may say, of nearly all the street costumes worn at the present time, is that the skirt is very seldom made entirely of dress material. Between the length of the sacque and overskirt and the depth of the wide Spanish flounce which edges so many fashionable dresses, an abundant field for economy is afforded where the upper part of the skirt is concerned. In this way, "a little new added to much old" is a safe and practicable motto, the observance of which need not reduce any lady to the level of the unfashionable.

As we have before stated,

MUFFS

of silk or velvet, edged with fur or feather bands, are having quite an extensive sale, particularly for skating, at which times an extra embellishment is afforded by knotting a bright ribbon across them or perching a brilliantly hued bird exactly in the centre, in a careless position meant to convey the idea that the bird has alighted there in a spirit of free will. Other young ladies, of still more originality, substitute occasionally a bouquet of flowers for the bird; but it appears to us that instead of producing the desired illusion, a feeling of wondering amusement is the most probable effect upon the mind of the ordinary beholder. Other muffs are made entirely of feather trimming corresponding with the color of the costume, but, after all, either in muffs or ties, those novelties do not even partially supersede real and valuable

FURS

in their hold upon public fancy. However we may have doubted this fact before, we realise it fully now, seeing, as we do, the steady flow of patronage bestowed, not only upon the regular furriers, such as C. & E. Everett and D. Magee & Co., but also upon Manchester, Robertson & Allison and other dry goods merchants who make the importation of furs a staple branch of their business. Messrs. Manchester, Robertson & Allison, in particular, are advertising a large holiday reduction upon their stock, and, considering the fact that a seal skin cap, a sett of furs or, above all, a seal skin sacque is very nearly the nicest Christmas present any lady could receive, we shall not be surprised to hear that this sale will prove itself a great success.

Other dry goods houses, such as those of Messrs. James Manson, James Adams & Co., and, in fact, nearly all the first class establishments in the city, are advertising holiday sales, and as, out of regard for hard times, those sales include almost every sensible and substantial article of apparel, economically disposed people will, no doubt, take advantage of them irrespective of gift giving.

KID GLOVES

alone are the exception to this general reduction, and yet of all the Christmas gifts we can possibly name, a nicely assorted box of gloves is one of the most acceptable to young ladies and, indeed, we must confess to young gentlemen as well. New styles, of which McKenzie Bros. are the fairest exponents St. John affords, show some samples in the most popular colors, which are exceedingly pretty. For ladies there are from two to twelve buttoned gloves for evening wear in the most delicate shades imaginable, while for general use there are dark serviceable colors, such as seal brown, green, and ink shades, stitched on the back with wide embroidery in ecru, cardinal or navy blue. Gentlemen's gloves are generally chosen with two buttons; fawn and russet being considered the most stylish colors and broad embroidery on the back most essential for young men who consider a fashionable reputation for dress an important and praiseworthy ambition in their lives. For special wear, such as New Year's calls, etc., there are exquisitely delicate pearl shades stitched with the same tint; but the greatest novelty in the way of coverings for manly fingers are French driving gloves of slate color, mode or brown shades, stitched on the back with some paler tint, the inner edges of the fingers corresponding with the color of the stitching.

IN NECKTIES,

which, by the way, are other articles coming very properly under this holiday heading, Messrs. W. W. Jordan and Jos. W. Barnes & Co., have a very nice assortment, the first choice being a sort of Chinese pattern in varied colors and of different degrees in quality. As many ladies tie their scarfs directly up about the throat, the thickness of those neckties would prove an additional advantage, no other protection for the throat being necessary upon an ordinarily mild day. Excepting this Chinese design, there is nothing else really new in the way of ladies ties, but for gentlemen we have been shown a very large assortment. Plain rich satin, in all such shades as plum color, indigo, navy blue, etc., are very popular for general wear, and after them granite figured satins and matelasse figured with a sort of zig-zag lines. Every thing is admissable excepting stripes or dots, but both of these are so completely out of date that saving young men who keep their ties from one season to another, will have to invest in a new stock or else run the risk of being considered dowdy and old-fashioned, a humiliating reputation for a man to incur.

SCARF PINS

come out in a great many forms this winter, the Japanese mania, brought on by the Centennial, showing itself even in their formation, many pins being of gold an inch square with a Japanese design carved upon the surface. Stud and sleeve buttons also come in the same style, but for ladies and gentlemen the most popular fancy in sleeve buttons are two sets of dead fellow gold chained together for each button. These can be worn with almost any ordinary cuffs, but as the edges of the cuff are required not to lap, they are best adapted to that fashionable shape known as Elastics.

Gentlemen's lockets are considered most stylish when formed in a perfectly square shape, ornamented with a monogram, but this rule is not arbitrary, and we are inclined to think that any kind of a handsome locket will prove itself acceptable.

We had intended ending this week's work by a few paragraphs devoted to children's gifts, of which Messrs. Della Torre and many others, Messrs. Sharp & Co. and Manchester, Robertson & Allison included, have an exquisite assortment, but we have already trangressed so decidedly upon our alloted space that we must forego this pleasure and limit ourselves to that brief formula, "A Merry Christmas" to all our readers in all parts of the Dominion.

N.B.—An after thought makes it necessary that we should explain why we have temporarily departed from our rule by introducing a sprinkling of gentlemanly fashions. The reason simply springs from willingness to oblige very many young ladies who were anxious to have some slight guide by which they could select appropriate presents for their brothers, friends, and very particular friends. "Christmas comes but once a year," and with the coming the most severely rigorous among us can hardly refrain from a little relaxation; but when it shall have passed away our laws will once more become as inviolable as those of the Medes and Persians.

GOD help the poor! There are plenty of them in St. John this winter, and deserving poor. Wednesday's *Telegraph* spoke of cases, very sad cases,—people sick in bed, and without food,—people without fuel, clothing, etc. There is no organized effort for relief, except the Relief Committee of the Young Men's Christian Association, who are willing to attend to the details, but have not been provided with the necessary funds, or any funds. It is clear that something must be done, and that immediately. Citizens cannot be permitted to starve. Doubtless, some among us can furnish money; others, who can not spare money, will, no doubt, be glad to give their time to the practical work of relief. There is no time to be lost, if the community would prevent many deserving people, who can not find employment, from suffering in our midst.

THE GOVERNMENT'S RAILWAY MANAGERS seem to treat the "Inter-Colonial" as their private property. They now refuse to give even the Government Press any explanation of the cause of the non-arrival of the trains. This is a Brydges-Luttrell dodge!

WINTER COMMUNICATION WITH P. E. ISLAND.—The Mackenzie Government appeared to think that when it had given Mr. Laird a seat in the Cabinet and thus secured the support of the Island representatives, it mattered little whether it carried out the terms of Union with the Island or not. One of the terms was the securing of steam communication between the Island and the mainland in winter; and not until this present season, or about four years after the admission of the Island to the Union, has anything been done to carry out this portion of the agreement.

The steamer *Northern Light* has been put on as a winter boat, and, if the *Telegraph's* Island correspondence is correct, another must be added to the long list of blunders for which our incapable Ministry is responsible. The following telegram appeared in Wednesday's *Telegraph*:—

CHARLOTTETOWN, Dec. 19.—The *Northern Light* from Pictou left at 1.30 p.m. to-day, with freight and thirty-five passengers. The ice in the harbor is from four to eight inches thick. At 7 p.m. the steamer had advanced one and a half miles. She is a complete failure.

So the hopes of the people and the promises of the Government once more go for nothing. The probability is that we have seen the last of "winter communication with the Island" under the present Government.

THE STATE OF THINGS on the Inter-Colonial Railway is so bad that the authorities refuse all information to the Press!

A PATERNAL GOVERNMENT.—A correspondent at Moncton sends the following:—"Coal to agents at Spring Hill Mines costs: For Round, $2.50 per ton of 2,000 lbs. to the ton; for Stove, $2.00; for Nut, $1.25; whereas, workmen employed in and around the Railway departments *at Moncton only*, can have the best quality of coal delivered on the siding at Moncton for two dollars and fifty cents per gross ton, showing a loss to the Railway department of the freight at least."

WE BELIEVE IN GIVING all sides fair play in THE WATCHMAN, and accordingly publish the following in behalf of Superintendent Luttrell, from what appears to be a friendly source:—

MR. EDITOR: Is it known whether the Government intend to compel Superintendent Luttrell to run the special English mail trains during the severe winter months, or will a regular conductor be assigned that duty?

It is truly surprising what wonderfully quick time Conductor Luttrell made with the mail train on Monday of last week. It was equal to the "Flying Dutchman's" time; the only time being lost was at Athol Station, where she laid over to take water and plug a hot box.

Yours, NIXEY.

THERE COMES the pleasing information that tonight, at twelve o'clock, all the engineers of the Grand Trunk railway,—including those on lines connecting with the Inter-Colonial,—intend "striking" exactly at midnight, "wherever their locomotives may be." The engineers (or drivers) allege they have been unjustly dealt with in some changes recently made in the management of the road. A pleasant prospect for the Inter-Colonial!

NO WATER.—It was chiefly owing to want of water (says the *Times*) that the Government Railway trains were stuck at Memramcook on Saturday night!

PIANO COVERS, STOOLS, ETC. Mr. C. Flood has a choice assortment, for sale cheap.

WHERE TO BUY.

Messrs. J. J. Hegan & Co's column advertisement in to-day's WATCHMAN cannot fail to attract the attention of purchasers of dry goods. To make room for improvements and extensive alterations in their premises, they are disposing of their large and fashionable stock of Plain and Fancy Dress Goods, Black Dress Goods, Silks, Irish Poplins, Velvets, Woollen Goods, Gloves, Hosiery, Ulsters and other overcoats, Cottons, Linens, etc., at reduced prices. The stock is one of the most complete in the Maritime Provinces.

Mr. W. W. Jordan's column advertisement includes lists of Christmas Gifts in Dry Goods:—for Ladies; for Gentlemen; for Boys; for Girls. "The stock," says Mr. Jordan, "was never so complete at this season, and purchasers will find that the prices are below all Bankrupt prices, below all Clearance and Discount Sales; goods more valuable prices and marked in plain figures." An enumeration of the lines of goods offered shows nearly everything in the shape of clothing and dress which mind can desire. Mr. Jordan gives his personal attention to customers and facilitates the progress of their shopping expeditions.

Mr. C. C. Berryman, Jack's building, Charlotte street, has a fine assortment of skates—just the thing for a holiday gift. Prices to suit every pocket. Mr. B's stock of general hardware is well up to the times.

D. Magee & Co., King street, Furriers and Hatters. The stock in this establishment is complete in every department, and the goods are placed at prices which assure buyers of good value. Their sets of furs, fur caps—for ladies and gentlemen—and other seasonable goods are of the very latest styles.

Bardsley Brothers, Hats and Caps, King street, offer a nice variety of their goods, in all the latest styles. During the Holidays, they make a *bona fide* reduction on all their fur goods. Their stock of children's fur caps, ties, etc., should be examined by parents.

Mr. J. L. Thorne, 64 King street, shows some choice ladies' furs in the leading styles. His stock of gents' seal caps will bear examination as regards both price and quality; and in children's caps he offers many attractions.

Messrs. Martin & Co.'s Holiday auction sale of Watches, Jewelry, Plated Ware, etc., which commenced on Wednesday, is continued every afternoon and evening.

At Robertson's China, Glass and Earthenware Warerooms, King Square, many Christmas presents, combining ornament with use, may be secured. Prices to suit all.

Mr. Alex Macaulay, Secord's Building, Charlotte street, is prepared to supply some very choice goods for Holiday gifts in the shape of Scarfs, Ties, Shawls, Kid Gloves and Mitts, and other goods which ladies appreciate about this date. His stock of lambs' wool and merino underclothing, hosiery and other useful articles of apparel, ought to satisfy the most critical taste. His stock of novelties will be appreciated by all lady purchasers.

A handsome present from a father to his son who is approaching manhood is a neat book-case or a ward-robe. Messrs. Knox & Thompson, Princess street, get up these articles (as well as all descriptions of the best furniture) in excellent style and at reasonable prices.

Mr. W. Walmsley, hardware, King street, has not forgotten house-keeping editors at this holiday season. His egg beaters, pie plates, and plate lifters are useful in *every* household. In handy, useful goods for domestic use, Mr. Waterbury is well stocked, and those husbands who about this time of the year are prone to confess that they might have aided their wives' house-keeping efforts by investing in improved kitchen utensils, will find in Mr. Waterbury's everything they can possibly desire.

Mr. Geo. Stewart, jr., King street, shows some beautiful Indian work in bark, beads, etc.,—just the class of goods for Holiday presents. His cologne bottles, in great variety, handsome brushes and combs, and his other rare goods, may also be included among very appropriate gifts for the season.

Messrs. T. B. Barker & Sons offer a wonderful variety of perfumery, very handsome toilet sets, hand-mirrors, beautifully ornamented, and other suitable holiday goods. Their stock offers every variety to be found in a first-class establishment of the kind.

Messrs. Conroy & Sons, Canterbury street, are to the front with a full advertisement of their human hair goods, wigs, crimps, braids, puffs, etc. The ladies (and certain gentlemen, too,) peruse Messrs. Conroy's advertisement with probably more interest than is shown in any other class of announcements.

Mr. John Chaloner has a nice assortment of perfumed soaps, perfumes of all kinds, brushes and combs, and, generally, an appropriate stock of Holiday goods. His stock, always well replenished, fresh and good, is particularly so at present.

Mr. W. J. McGovern's, (King street,) stock of ladies and gents' seal caps is well worthy of inspection. Mr. McGovern has also for sale the celebrated wool duster, a capital investment.

Mr. George H. Clark, auctioneer, is selling at his Prince Wm. street rooms a large and varied stock of toys.

Mr. W. J. Kerr has at 66 King street a nice assortment of those toys in which the children delight—dolls of all kinds, kitchen sets, locomotives, horses, etc.

Mr. T. H. Hall, King street, is well prepared for the holiday season. His stock (besides other goods in great variety) includes purses, writing desks, albums, etc.

Mr. D. Breeze, King's Square, has a great stock of Christmas groceries, first-class in quality; besides wines and liquors of all kinds.

Mr. Anthony Cain, corner of Mill and Union Sts., advertises a full stock of Groceries, wines, etc.

Mr. Hopkins' mince meat, which he sells at 20c. per lb., is pronounced first-class by all who have used it. Mr. H. has acquired quite a reputation in connexion with the preparation of this article. This is the time to buy. His sugar-cured hams are also a long way above par, and are used in many of our first families. Mr. H's shop is on Union St., between Charlotte and Sydney.

Messrs. R. E. Puddington & Co's.,—Charlotte St. —grocery, is, as usual, supplied with everything in their line that any family can need, and everything is first-class in quality. There is here always special preparation for Christmas, and this season the house has left nothing undone to meet the wants of its customers.

Mr. S. K. Foster advertises a full stock of boys, misses and youths' boots, shoes and slippers. You can always get what you need in boots and shoes at Mr. Foster's.

Messrs. James Manson, James Adams & Co., Manchester, Robertson & Allison, Mackenzie Bros., M. C. Barbour, E. D. Watts, W. E. Blanchard & Co., Likely, Cameron & Golding, J. H. Murray & Co. and some others have been referred to so frequently in our Fashion Notes that it is only necessary at present to call attention to their advertisements as they appear in this issue of THE WATCHMAN. These are all reliable establishments; they are well stocked with first class goods, and deserve the patronage which has been so freely extended to them.

Messrs. Scott & Binning keep a very neat stock of fancy dry goods; here may be found scarfs, ties, breakfast shawls, sontags, choice ribbons, flowers, and many other articles of ladies wear, as well as a large variety of dry goods in which gentlemen are interested. The ladies profess to find great satisfaction in their purchases at this shop.

Mrs. Charles K. Cameron, 87 Germain street, (as stated in our last) is showing a fine stock of Christmas millinery,

tennial goods for Christmas; also, Parlor Desks,

C. E. Burnham & Co. (furniture) advertise Centennial Work Tables and Davenports, Music Stands and Portfolios; Sleds of all sorts, for children; and a great variety of other goods. See advt.

George A. Kimball, (boots and shoes), 11 King street, has a nice stock for Christmas or any other time. Ladies seldom fail to get suited at this store. The styles are all the most fashionable.

Lordly, Howe & Co. (furniture) in addition to numerous styles of house furniture, offer girls and boys' sleds, rocking horses, carts and wheelbarrows, and a host of articles suitable for presents. Their advertisement gives but a partial list of their goods.

Both Bowes & Evans and Wilson, Gilmour & Co. offer great varieties of stoves, and such hardware as is generally found in establishments like theirs. Many holiday goods are kept by them.

Logan, Lindsay & Co., King street, are so well known that they need no recommendation as general grocers, who are especially prepared for all comers about Christmas time.

Messrs. J. & A. McMillan, H. R. Smith, Chubb & Co., T. H. Hall, W. K. Crawford and E. Haney & Co., are well supplied with such goods as are usually found in book stores and stationary shops at this season.

At R. A. H. Morrow & Co's., Reed's Point, there may be obtained a first-class Family Bible,—a common Christmas gift,—at a very moderate price.

Mr. John Spence, Germain street, will sell a box of cigars at very reasonable prices to gentlemen who think of surprising their friends by such a present.

Mr. John O'Gorman, 10 and 12 Dock street, is supplied with the usual Xmas groceries for all customers; and the same is true of Messrs. Conway and Martin, King Square, and Mr. Peter Chisholm, Charlotte street.

Mr. E. G. Blakslee in his neat drug store, corner of Sydney and Union streets, will be pleased to see all who choose to call during the holidays.

A Sewing Machine is a favorite present from husband to wife or daughter during the Holidays. Mr. D. H. Hall can supply a handsome "Wanzer" at a very moderate price. Mr. H. M. Hamilton can offer the "Royal," a machine which is rapidly coming to the front. Mr. William Crawford, Charlotte street, has the "Osborne A.," a very good machine. And Mr. E. P. Hammond, successor to Lawlor, will be glad to exchange a first-class Lawlor for the ready money.

Welsh Brothers, new Market Building, Charlotte street, have a fine stock of Christmas Groceries and everything in this line that is needed in a family. Give them a call.

Page Brothers and A. & J. Hay have very fine assortments of Silver Ware, Jewelry of every description, Watches, Rings, and a host of articles which are peculiarly acceptable as Holiday presents. These stores will be largely patronized during the next week, and deservedly so.

Mr. C. Flood, King street, is prepared to do business with every father or husband who thinks of presenting his daughter or wife with a holiday present in the shape of a piano or cabinet organ. Mr. Flood keeps a variety of makes, including Bourne, Hallett and Cumston, R. Bradbury & Co. and others in pianos, and the world-famous Mason and Hamlin