

PROGRESS.

VOL. VI., NO. 280.

ST. JOHN, N. B., SATURDAY, SEPTEMBER 9, 1893.

PRICE FIVE CENTS.

RAILWAYS.
SMOOTH & ANNAPOLIS R'Y.

SUMMER ARRANGEMENTS.

At after Monday, June 29th, 1893, trains will run daily (Sunday excepted) as follows:

THE YARMOUTH—Express daily at 8.10 a. m.; arrive at Annapolis at 10.15 a. m.; passengers and freight Monday, Wednesday, Friday and Saturday at 1.45 p. m.; arrive at Annapolis at 3.45 p. m.; Tuesday, Thursday and Saturday at 1.45 p. m.; arrive at Annapolis at 3.45 p. m.

THE ANNAPOLIS—Express daily at 1.45 p. m.; arrive at Annapolis at 3.45 p. m.; passengers and freight Tuesday, Thursday and Saturday at 5.50 a. m.; arrive at Annapolis at 7.50 a. m.

THE WEYMOUTH—Passengers and freight Monday, Wednesday, Friday at 5.15 a. m.; arrive at Annapolis at 7.15 a. m.

SECTIONS—At Annapolis with trains of Windsor and Annapolis Hall (Sunday excepted). At Annapolis with steamers, Yarmouth Steamship Co. for Boston every Wednesday, Friday, and Saturday evening and from Boston every Tuesday, Wednesday, and Saturday morning. With Stage daily (Sunday excepted) to and from Barrington, Shelburne and Liverpool.

High tickets may be obtained at 120 Hollis St., St. John, and the principal stations on the Windsor and Annapolis Railway.

J. B. BAKER, General Superintendent, St. John, N. B.

Intercolonial Railway.

SUMMER ARRANGEMENTS—1893.

At after Monday, the 26th June, 1893, Trains of this Railway will run daily (Sunday excepted) as follows:

TRAINS WILL LEAVE ST. JOHN:

For Campbellton, Piquash, Pictou and Halifax..... 7.00

For Point du Chene..... 8.10

For Halifax..... 9.10

For Quebec, Montreal and Chicago..... 10.35

For Halifax..... 12.30

For Car. runs each way on Express trains St. John at 1.00 o'clock and Halifax at 6.45

Trains from St. John for Quebec and Montreal through Sleeping Cars at Moncton, at 10.35

TRAINS WILL ARRIVE AT ST. JOHN:

From Halifax (Monday excepted)..... 6.00

From Chicago, Montreal, and Quebec, (Monday excepted)..... 8.30

From Moncton (Friday)..... 8.30

From Point du Chene..... 12.55

From Halifax, Pictou and Campbellton..... 12.30

From Halifax and Sydney..... 12.35

Trains of the Intercolonial Railway are heated from the locomotive, and those between St. John and Moncton, via Lewis, are lighted by electricity.

All trains are run by Eastern Standard Time.

D. FORTINER, General Manager.

Office, 21st June, 1893.

STEAMERS.

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Shortest and most direct route between Nova Scotia and the United States.

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the above steamers will leave Yarmouth every Tuesday, Wednesday, Friday and Saturday

arrival of Express from Halifax. Return will leave Lewis' Wharf, Boston, every Tuesday, Thursday and Friday at noon.

"City of St. John" will leave Yarmouth every Friday at 7 a. m. for Halifax, calling at Moncton (when clear) Shelburne, Lockport, etc. Returning will leave Halifax every 4 p. m. for Yarmouth and intermediate ports connecting with S. S. Yarmouth for Boston every Tuesday.

Alpha leaves St. John every Tuesday at 7 p. m. for Yarmouth.

L. E. BAKER, Managing Agent, 1893.

INTERNATIONAL S. S. CO.

Daily Line

(Sunday excepted)

connections to all parts of the United States.

COMMENCING July 3rd and continuing to Sept. 2nd, the steamers of this Company will leave St. John for Liverpool, London and Southampton as follows: MONDAY, WEDNESDAY, FRIDAY, SUNDAY and SATURDAY mornings at 7.25 standard for Liverpool and Southampton, making close connections with B. & S. Railroads, due in Liverpool at 10.40 a. m. and in Southampton at 11.40 a. m. and on at Eastport with steamer for St. Anns and St. Stephen.

For further information apply to C. E. LAECHLE, Agent, ST. JOHN, N. B.

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McMILLAN St. John N. B.

NOW VOTE FOR ECONOMY.

THE SCHEME OF THE TAX REDUCTION ASSOCIATION.

To Be Voted Upon by All the People next Thursday—A Chance to Cast Your Ballot for Reform and Economy—Let Everyone do so.

An election next Thursday!

An election without the excitement of a contest, without the enthusiasm of partisans without the fervor of party speeches! What are things coming to?

The very absence of all the usual wind and bluster, and all the other accompaniments of a political contest marks the election of next Thursday as one of greater importance to the residents of the city than any that has taken place here for years.

It is more important than a Dominion election, more important than a Provincial election, more important than the choice of a mayor or the selection of an alderman because it particularly concerns the taxpayers of the city, whether they are to keep along in the same old rut as they have been moving in for years or whether they propose to start a new furrow in civic government and keep it straight.

In other words the scheme of the Tax Reduction Association comes before all the people for their approval or disapproval next Thursday. Not before a part of the people, not before those who have been able to pay their taxes before a certain date, not before the property owners or any particular class but before all the people in the city who have been honored with a tax bill and whose age and earning capacity entitles them to be called citizens.

That scheme has been printed in all the newspapers again and again and has been circulated from door to door in leaflet form. The people should be well acquainted with it by this time. It means so much for them and their descendants that it should be known by heart. Not that it is perfection—no law ever placed upon the statute book could be called perfect at first—but it is the first step in the direction of civic reform—it is more than a step, it is a great stride towards a system of civic government that cannot fail to be more satisfactory than that we have had.

Today the city of St. John is governed by factions, by thirteen of them, composed of two aldermen from each ward in the thirteen aldermanic districts. Sometimes they are chosen by the people of the wards and sometimes they are not. Sometimes there is an election but more frequently there is none. Cliques, rings, factions, set up two men to represent them and the people of the ward take so little interest in the matter that the people who want to run matters do so. No matter how incapable a man may be gets his seat if he is the candidate of the proper ward heeler. He has the same voting power as the representative who is chosen by the people in another ward, he has the same power to vote money, the same power to help along schemes and oppose the wishes of economical representatives.

Elected by a deal he continues in the business of the council. Wishing to get some useless or unnecessary expenditure in his own ward, he simply lays his plans and waits his opportunity until something is proposed in another part of the city which may be supposed to be useful and necessary. Unless he gets what he wants in his own particular ward he opposes it, gets his colleague to add his influence and other aldermen who, perhaps, have their own axes to grind in the future, to join them. In many cases the result is that he gets what he wants, and something like the present Brussels street curbing or the preparatory stages of Moore street swallow the money of the people.

That is what the gentlemen of the tax reduction association term "back scratching" and it is only one of the many evils of the present system that they wish to sink out of sight forever. Their aim and their plan is not to permit any alderman to be elected solely by his ward. He may be nominated there but the taxpayers of all the other wards in the city must approve of and vote for him before he can sit at the council board and vote away the money of the people. That is their plan—a man must be a representative of the whole city before he can say what the city shall do.

There are too many alderman at present—twenty-six men could govern a city four times the size of St. John, and then not make so much fuss about it as there is today in looking after the affairs of this city. Another feature of the tax reduction association scheme is to reduce this number to 15, to have 13 of this number nominated by the people of the respective wards in which they live or do business—and that is an essential point—and to have the other two alderman making up the whole number selected from any part of the city in which they may happen to live. This ensures a council taken from every corner of the city and they must be elected by all the voters. Here is where the importance of the plan comes in; a voter in Stanley ward votes for the candidate nominated by

every other ward in the city; in other words he votes for the whole council, for fifteen men, instead of for two men as at present.

The plan also includes the election of the mayor, on the same day as the aldermen. Progress does not propose to enlarge upon the advantages of the plan—they are too patent to all to need pointing out again or dwelling upon—but a word may not be amiss in regard to the election, and how it is going forward, to those in favor of the scheme, and those who are opposed to it.

In spite of the fact that the approval of the scheme will mean the retirement of nearly half the council, nearly all of the present aldermen are in favor of it. Alderman Kelly, McGoldrick, McKelvey and one or two others are opposed to it, but even they are not opposing it with any activity, and expect it to pass with a rush.

And so it will. There are hundreds of people who have never voted before who will deposit their ballot this time, hundreds who will be glad to do what little they can to lessen the burden of taxation they are complaining of now. This statement is made upon the assurances given to the officers of the association and to the workers who have prepared for the contest.

Perhaps another indication of how favorably the idea has been received is the cordial way the citizens asked to contribute toward the expenses of the campaign have responded. Many of them have given what was asked of them freely and volunteered to make up any deficiency that there might be afterward. Such assurances as these came from the heaviest tax-payers as well as from others who gave in proportion to their ability.

The Association has been holding meetings pretty regularly and when the polls open next Thursday the wards will be found fairly well organized. In many cases there have been contributions of teams as well as cash and in the main the ward workers will be well supplied along this standpoint. Still more contributions of this sort will be welcome.

If there is any opposition it has yet to develop. So far it is passive not active. There is an impression that the North End will show more opposition to the scheme than any part of the city but there is no warrant for this beyond the fact that some of the aldermen from that quarter have expressed themselves against the scheme. The best advice that Progress can give to all its readers who have votes, is to lose no time next Thursday morning in turning out and voting for the plan proposed by the Tax Reduction Association. Every man has a vote whose name appears on the list and it is his privilege to record it in favor of a change in the city government that may mean much to him and his in the future.

In the Heart of the City.

All those who have been accustomed to pass along Princess street cannot fail to note the very agreeable change in the appearance of those buildings selected by the Ladies Morley & Haydon for the Morley Ladies College and Conservatory of Music, as well as the Kindergarten school. So many alterations and improvements have been made in the front of the building that it does not appear to be the same structure. The carpenters and masons, who have been busily at work there for the past few weeks, have now departed, and the schools are ready for their occupants. The Misses Morley & Haydon have selected an admirable staff to assist them in their work of teaching, and with premises that are so centrally and so healthfully situated there should not be the least difficulty in procuring a satisfactory attendance almost as soon as they are opened. The Misses Morley & Haydon are English ladies and will conduct their school as such schools are conducted in the old country.

Economical in Small Things.

Considerable time was taken up at a recent meeting of the Treasury Board discussing whether or not the two inch advertisement announcing the tax discount should be inserted in the newspapers of the city or posted about on the dead walls. It was proposed to use the newspapers and do away with the old method of the quarter sheet bill and bill poster, but this met with a storm of objections, as also did the proposition to insert the advertisement in the city newspapers. It was finally agreed that the announcement should appear in four dailies once or twice a week each, with special emphasis on the once or twice. The weeklies are out of it.

They Cost \$6.50 Each.

It came out at a recent meeting of the common council committee that the suits ordered by Mayor Peters from Mr. Campbell, to be supplied to the oarsmen of the official boat that carried his worship back and forwards from the Blake, cost \$6.50 a piece, and this included two hats to match. Some of the North End aldermen grew facetious over the bill and proposed that those members of the council who had been honored with an invitation to board the Blake should chip in and help his worship to pay for the suits.

CITIZENS WHO CAN SLUG.

A NUMBER OF HALIFAX MEN HAVE A FRIENDLY BOUT.

A Fire Department that Has Some Evils Connected With It—There are Two Chiefs—The Tenants at Maplewood Are Not Oblivious.

HALIFAX, September 7.—The past year or two has witnessed considerable improvement in some directions in Halifax. An evidence of progress is the condition of the city's fire department. It has been made more effective in its apparatus, and the management, at least, is as good as it has been for years. But Halifax conservatism is seen in the fact that efforts to secure paid permanent fire service have been successfully resisted, year after year. The rank and file of the firemen in Halifax are volunteers, and yet advances have been made towards a paid department. A large number of engineers and drivers are paid to devote their whole time to the city. Still there is a great gulf between the present volunteer system and a properly equipped and disciplined paid department. Captain Brodyerick is elected captain of the department by the active members. He happens to be a good man for the place, but he may do something during his term to render himself unpopular with the men and out he will go at the end of the year. A man, the chances are equal, may be made captain in his place, whose only qualification is, not that he is the best man, but that he has been able to make himself popular with the volunteer firemen. The command of the fire department of Halifax rests absolutely in the hands of a hundred or so men totally irresponsible to the city, and who, as a rule, have but a small stake in its material interests. They are split into rival parties between whom there is no love lost.

There is another feature of the Halifax fire department which still further weakens its usefulness. The chairman of the board of fire wardens, appointed by the city, is clothed with some authority as a fire. He may be just as inexperienced as some of the captains who quite possibly may have control. But even if both are good men, their authority is likely to clash, and it does clash, and has clashed. At a recent Water street fire the orders given by chairman Ryan were inexecutable. They were unaccountable except on one supposition, which will be given if the occasion to do so again occurs. The firemen are considering what will be their proper course if chairman Ryan is not more intelligible at the next big fire.

There was good natured fun at the exhibition building one evening last week. It was after the sparring matches had been concluded and the crowds of spectators had dispersed. A dozen jovial members of city council and ward politicians remained behind in the exhibition building to drink one another's health, and talk over the merits of the show, and try to find out whether, after all, Lamson could knock out Artilleryman White. Then the dozen organized a sparring competition on their own account. The first bout was between ex-alderman Pickering and Academy of Music Manager H. B. Clarke. There was not much science on either side, and honors were not unequally divided. The slight injuries received were also shared somewhat equally. The bout between alderman W. J. Stewart and caretaker J. D. Irons was too one-sided for very much excitement to be aroused. The alderman handled the gloves in such a way as to knock out the Wanderers' efficient caretaker again and again, in quick succession. A blow from the aldermanic right and another from the left were both very effective. Yes, Alderman Stewart is certainly a nice boxer. There was a third contest, and that was the one in which Alderman Hamilton, whom Progress has more than once noticed in a somewhat similar connection, was pitted against A. W. Redden, a well-to-do shoe-dealer on Barrington street. There was no blood spilt and no bruises were apparent but Redden was proved to be by far the better man of the two, and the alderman was awfully glad when time was called. The programme ended with the three events.

When it was over there was some more liquid refreshments and handshaking all round. The pairs have themselves pretty well sized up now. If two of them were to advertise a public sparring competition it would gather in a great gang of blood-thirsty spectators. They were only in fun!

Human nature is selfish. One of the city papers has already vaguely referred to the latest instance of it. A church picnic took place at Maplewood, a large estate on the North-west arm. Ex-Alderman Pickering is manager of the company owning the estate. Three or four tenants occupy part of the Maplewood house and one or two cottages. Their rights are restricted to that, and they have no claim to the wide grounds as a whole. Efforts to eject the Sunday school picnicers were frustrated by Mr. Pickering. Then when the delicate

Sunday school teachers went to Maplewood to ask for water to make tea and coffee, a fair tenant, who has three rooms in the mansion for the summer, said it was impertinent for ladies to ask for water from the pump tank, which she had to pay fifty cents per week to keep filled. So the teachers walked a quarter of a mile for a couple of gallons of water. The so-called aristocratic people in the house, and the cottages, hardly dared to come out all day for fear they would see the happy children enjoying themselves for one day on grounds which they monopolized, without payment of rental, for the livelong summer. They're sorry now they didn't merely grin and bear it, and not make such an exhibition of selfishness.

FOSTER AN UNBIDDEN GUEST.

How the Finance Minister Was Entertained at a Banquet in the Barker House.

FREDERICTON, Sept. 6.—When the Hon. George Elias Foster, minister of finance, was in this city, he was closely guarded by many of the leading conservative lest a crumb should fall from his table and be gathered in by the Mugwump liberals.

On the same date the Rev. Father O'Neill of Memramcook, was doing the celestial, drinking in its rural beauties so to speak, and as this city is celebrated for its hospitality the worthy father was accorded a full share. He was banquetted at the Barker House by host Colman and Father Savage with a dozen or more friends, prominent among which was T. A. Sharkey, the sociable down town dry-goods merchant.

After Mr. Foster's arrival in the city he was escorted by friends to the Barker and went to his room to prepare for dinner and the serious time which would follow when a deputation more or less dissatisfied with the tariff would bear him at the city hall. Completing his toilet, he asked a waiter when dinner would be served, being hungry as a man just from St. John always is.

The waiter replied, "about half-past one." At half-past one, Father O'Neill's private banquet party had just got nicely to work at the delicacies of the season in room No. 4.

No doubt the rattle of the plates guided Mr. Foster in his quest for food and he entered the private banquet hall to the surprise, if not consternation, of all within. What wanderer from the dim and misty regions of the hitherto had come to their feast? Father Savage did not know, neither did Father O'Neill, while T. A. Sharkey remembered something about a page in old Jewish history where something was said about "satan appeared also."

At this critical moment Host Colman came into the room, showed the tariff manipulator to a seat and whispered to one of the guests, "It is a mistake." The hint was taken and Mr. Foster was right royally entertained and did not know but what he was a looked for guest. It goes without saying that he was cordially welcomed. The least of reason and the flow of soul, as well as the consumption of more substantial viands went on with a rush in the banquet hall, but there was woe and lamentation downstairs.

Several of the civic officials with one or two conservatives were looking for Foster to escort him to the city hall as he was an hour late, but he came not. They visited the regular dining room but he was not there; they sent a waiter to his room, that also was vacant.

Wild thoughts filled their minds at once. "The finance minister has been killed by the grits." "He has been drugged with Mr. Kelley's beer and hanged on Temple's flag pole." "He has got in the way of the water-iron; and it has fallen on him."

These and other equally reasonable suggestions might have been heard. It was at length decided to call out the infantry school to search the whole town, the fire bells were to ring and the four hundred factory whistles would unite in the music. Before the scheme could be put to practice the genial minister appeared, hale and hearty, declaring that "it was the most delightful banquet he had ever attended."

FRED RICKTON.

Two Portly Aldermen.

Notwithstanding Progress' good advice the genial junior alderman from Stanley gave the council one of his eloquent perorations at the meeting Thursday. There was an excuse for it, however, in the presence of two visiting aldermen from Boston, whom he had introduced to the board and who sat in seats of honor. The Boston aldermen were good specimens of the portly species. They evidently don't worry themselves thin over the business of Boston.

The September Issue Exhausted.

An extract from a letter Progress received a day or two ago from the Cosmopolitan Magazine, says "The success so far attending the Cosmopolitan at its new price is best illustrated by the fact that, although our edition for September was over one hundred and fifty thousand, yet today we have no more copies to supply to the trade."

TROTTED AGAINST ORDER.

SPECULATION MEETS BRAZILIAN AT THE ST. STEPHEN PARK.

Mr. Carvill Ordered His Horse not to be Trotted by Telegraph and the Driving Park Ordered Him to Trot—What will Come of it?

When secretary Thompson of the St. Stephen driving park telegraphed to George Carvill at Bangor that they would have to start Speculation in the free for all race, the owner of the gray stallion gave him an answer to think over. It did not contain more than the regulation number of words but there was no doubt as to its meaning. He absolutely forbid the track people from touching his horse.

In spite of that and in spite of the fact that Mr. Frank Carvill who had charge of the horse forbid the track people from touching him, the judges ordered him from his stall and gave him to the well known driver Peter Carroll to drive in the free for all race with Brazilian, Helena and Minnie Grey.

Everybody knows the result of that race now, how Brazilian took the first two heats and Speculation the third, how darkness and other causes postponed the race until the morning when Speculation was found to be very lame and had to be drawn.

The audience of 1000 people that assembled at the park were worked up to a pitch of enthusiasm over the fact that the speediest horses in the maritime provinces were going to start in the free for all. Among the entries were Brazilian and Speculation, representative horses of New Brunswick and Nova Scotia, the mare Helena that had made such desperate finishes with Arclight at Moosepath and the well known and handsome Minnie Grey that has always been a favorite with the racing audiences.

With such a field in the free for all and half a dozen or more in the 2-40 class, a good day sport was promised, and it was good. Lady Jane C. opened the ball in the '40 class by leading the party and winning the heat. But then she was done, not having been fitted or driven properly. Mr. Johnston was driving Rose L. and he showed them what the mare could do. She had trotted hard races in Bangor but three days before, carried from there to St. Stephen, won second money in the 2-32 class on Wednesday, though that was away out of her class, and Wednesday went in to win against a tough field in the '40 class. One would have thought Helena B. and Thorndale Echo her strongest rivals for first money, yet Helena B. was off that day and Thorndale could not get near Rose L. except in the last heat when he finished a neck ahead but was set back for running.

Speculation had a new driver Wednesday for the first time since he was three years old. He appeared on the St. Stephen park after trotting in Bangor the week before without having been worked or even jogged, save a little Peter Carroll gave him on the day of the race. With a sore mouth and a strange driver, without preparation for a hard race he went in to compete with Brazilian, the speediest horse in the Maritime provinces. The conditions were not equal and yet Speculation did some wonderful work. He was not as steady as Brazilian; this wonderful four-year-old in the hands of that veteran driver, Slipp, never made a skip in all the heats.

Slipp was lucky at the start and drew the pole. As the horses scored down there was no doubt who was the favorite with the people. The cheers and shouts for the gallant appearing of Speculation as he jogged past the grand stand showed where the sympathies of the crowd were. Helena too, was looking fit but never after the start appeared to be in it for first place with the leaders.

In the first two heats Brazilian was not headed. He had the pole and took the lead and kept it, with Speculation so close to him however, that any mistake on the part of Slipp, would have been fatal. Speculation surprised those who knew him best by his ability to score as rapidly and as well as any horse there. In fact, he was very rank both at Bangor and in this race in this respect. In the former place, with his own driver, he could hardly rein him, but this was caused by a cut mouth. Having been handled entirely by his own driver and only used to him, it is little wonder that the grey was not so steady as he usually is, but every one conceded that Carroll did remarkably well with a horse that has so many peculiarities.

In the third heat he appeared to wake up to the occasion and show what he could do. It was as pretty a contest as was ever seen in St. Stephen. Speculation and Brazilian coming nose and nose down the home stretch. Carroll had slowly gained upon Slipp until the time came to finish and then the staying qualities of Speculation came to the front and he went under the wire a winner by a neck. He made two breaks while Brazilian trotted squarely but evidently the judges considered that he gained nothing for they awarded him the heat.

Brazilian appeared to be tired. He has done a good amount of hard racing this

summer and the beats were beginning to tell upon him. When the bell rang for the horses to come out for the fourth heat Slipp told the judges that the rubber tire of his sulkey had burst and by the time another was found for him it was too dark to go on with the race.

Speculation's friends think that if the race had been finished that night the grey stallion would have won, but of course that is simply conjecture. In the morning he was lame—so lame that he could not be started. This is unusual with Speculation who has never gone lame before in a race. Brazilian trotted the next morning in 2:24 1/2 the best time on a maritime province track. Speculation won his heat in 2:27 which bars him from the Fredericton 2:38 class.

Helena and Minnie Grey came within speaking distance of the winners and that was all. The roan mare carried off second money on account of Speculation being drawn and Willis got third, but in the three minute class his black mare Roline led all the party with ease and won in 2:33.

The races at Moosepath for next week have all filled satisfactory and promise to be better than any fall races held there for some time. The free far all race has no local flyers in it but Brazilian, Resolution, Stranger and others will make it interesting.

THE RULL CHASED THE PAINTERS

Two Objections to the Decoration of the "Ministers Face."

In some parts of England and even in the United States there are societies for preventing the desecration of beautiful scenery by the glaring poster. Perhaps there is reason for it in those crowded countries where there is so much spread advertising and so little natural scenery in proportion to population. But only the other day two energetic painters who proposed to paint the "Ministers Face" in the Kennebecasis at the instance of the Hawker Medicine Company of this city found that they had two quite serious objections to overcome, either one of which was sufficient to make them hesitate.

Perhaps the most pressing objection—or rather, what promised to be the most pressing, was found on the soil that overhangs the bluffs, the peculiar formation of which have given their face the name of the "Ministers Face." There, a bull that was at once grazed peacefully and undisturbed when the decorators arrived. They had not proceeded to take many observations, however, before the monarch of the pasture was inclined to view them more closely. Not being accustomed to make acquaintance in that fashion, the painters, after a very hasty consultation, concluded to evacuate and succeeded in doing so without losing any of their apparatus.

Another objection came from a different source—the ladies of Rothesay. They knew all about the remedies of the Hawker Medicine Company and many of them were prepared to endorse them if need be from a personal experience of their virtues, but they objected to the grim visage of the dear old "minister" being treated with such a permanent cosmetic. It would seem something like sacrilege to adorn that sad and sober stone countenance with a suggestive sentence in praise of Hawker's Tonic, Pills or Catarrh Cure and so they added their protest to which the company gracefully yielded. While the "minister's face" therefore will not enlighten the public as to the remarkable invigorating properties of Hawker's Tonic, Pills, Cough Balsam or Catarrh Cure.

Mr. Brown Has a Soft Snop.

When Mr. Thomas Green made his application to the common council on Thursday for the appointment of caretaker of the wharves at Carleton it was discovered that since the wharves had been completed Mr. Brown, who inspected their construction, and Engineer McLeod, of the steam dredge, had had the rather soft job of keeping them clean. As usual nobody appeared to be especially responsible for their retention after the completion of the work. One would have thought that as Mr. Brown was overseer of the building of the wharves that when the work was completed his services could have been dispensed with. It appears not, however, and it remains to be seen whether the job is to be a yearly one or simply something that will give him the appearance of being busy until more work can be found for him to do.

Bills Every Three Years.

Some merchants render their accounts every month, some every quarter and others half-yearly, but a recent account against the city by Mr. D. Connell covered a period of three years. There was some discussion in the council about it and some wonder expressed at the ability of a business man to permit his bills to go for that period before bothering his customers with them. The trouble with it is that no one appeared to be able to check the items, though when the safety director was asked for information he pointed out that the Chief of Police had affixed his