dler; Jones, of N. H., a rich brewer; Frye, of Maine, the loudest talker, &c.

HENRY HALL.

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The Watchman.

ST. JOHN, N. B., SATURDAY, FEB. 10, 1877

THE VACANT SEAT.

Some surprise was recently created in the ranks of supporters of the Provincial Government by an announcement which appeared in the *News*, to the effect that the Government had offered the seat vacated by the ejection of Mr. Willis to Mr. W. S. Butler, M.P.P. for Queen's, and that Mr. Butler had refused to accept. That Mr. Butler would refuse a seat in the Government was truly surprising, and that the Government should offer Mr. Butler the seat seemed even less credible. Days and weeks have passed, and the announcement not having been corrected, and Mr. Willis, of the *News*, and Mr. Butler being understood to stand in friendly relations to each other, many supporters of the Government have come to regard the statement as probably justified by the facts of the case. We can scarcely join in this belief. The fact that Mr. Butler was reported as being disaffected towards the Government on account of its refusal to bind the Province for some $500,000 or $600,000 of a public debt for the Central Railway, would immediately prevent the Government from approaching him with the offer of a seat in the Council. Moreover, there was nothing in Mr. Butler, his talents, his position in Queen's County or in the Legislature,—nothing in the circumstances of the case, to justify the Government in offering him a seat. But the extreme improbability of the report will be found still greater when it is remembered that the vacant seat properly belongs to the constituency of St. John, if population, influence, or precedent has anything to do with controlling the disposal of it. It would fairly be asked, why should Saint John's second seat in the Executive be handed over to Queen's? If the arrangement which assigned a second seat to this constituency was just or expedient, why should it be disturbed?

There might be some excuse if St. John had no representative of talent to fill the vacancy; but such an excuse can not be urged in the face of the fact that St. John has four representatives in the Assembly, in addition to the Attorney General, either one of whom is better qualified than the late occupant was to act the part of an Executive Councillor. Mr. Elder would make an excellent member of the Government, would give the Government strength, standing and first-class debating talent. Mr. Austin would represent the commercial element of St. John most efficiently and to the satisfaction of all parties. Mr. Wedderburn would probably prefer the Speakership, with its dignity and endowments, to the honor of a seat in the Executive, but should he desire the seat he would, in ability and faithfulness, be a great improvement on the ex-Councillor; while Mr. Robert Marshall, as especially the representative of the City of John and the unanimous choice of the electorate, although the newest member, would stand scarcely second to either of those we have enumerated in energy, industry and attention to the details of administration. With such men to choose from, it is scarcely credible that the Government has given them all the go-by and made an offer of the seat to Mr. Butler of Queen's County, whose position in his County is imperilled by his unpopularity and by the fact that he is apparently only a tool for the use of a County clique; who, in short, could bring neither talent, *prestige* nor political support to the side of the Government. We dismiss the rumor as simply worthless. We feel confident that before filling up the vacancy, the Government will offer the seat to Mr. Elder, Mr. Austin, the older member, consenting,—and we assume this much, aside entirely from the possibility of Mr. Elder declining the position. With this the Government has nothing whatever to do. The fitness of things points to him as a proper person to aid the Government's deliberations, and the Government's duty in the premises appears clear enough to most folks. At all events, the St. John seat should not be given away, as if it were a thing of no value to the constituency, as long as St. John has so many representatives in accord with the Government and in every way fitted to fill the vacancy.

MEETING OF PARLIAMENT.

The Governor General's speech is a most disappointing document, even to friends of the Government in this quarter. His Excellency speaks of his visit to British Columbia, and intimates that further correspondence connected with the dispute between his Government and Columbia will be submitted. Notwithstanding the vigor with which the Pacific Railway surveys have been pushed, the Government are not yet in a position to invite tenders for construction under the terms of the Act of 1874. His Excellency states that while the operation of the old Extradition Treaty with the States has been resumed, an improved Treaty will probably be framed at an early day. The Royal Commission and Instructions to the Governor General in regard to the exercise of the Royal prerogative of pardon have been amended somewhat. Certain Canal works contemplated at the time of the Union will not be pressed at present, owing, (apparently) to the condition of the public finances. A paragraph is devoted to the opening of the Inter-Colonial Railway and the despatch of Canadian English mails from Halifax, and another paragraph to the Centennial Exhibition and the exhibition of Canadian products in New South Wales. We are then told that "notwithstanding the loss of revenue," reduced expenditure during the current year has gone far to restore the equilibrium between income and expenditure, "though great economy will be still needful to attain this object;" but there is no reference whatever to the exact condition of the finances in the year which ended June 30. His Excellency has not been able to secure a settlement of the Fishery claims against the States, but has been successful in negotiating treaties with the N. W. Indians, though paying a heavy price. These several measures are promised:—A general act for incorporating companies; a measure on Life Assurance; "a shipping act,"—this is the total of his reference to it; a Customs Act; a bill to extend the jurisdiction of the Vice-Admiralty Court to great inland waters; a bill to make the Geology Survey a distinct branch of the Civil Service; besides amendments to the Weights and Measures act, the Excise laws and other acts. The new measures promised are common-place enough; they will scarcely give evidence of a very higher order of statesmanship. The whole programme, had it proceeded from the late Government, would probably have been laughed out of court,—and deservedly so, too.

The Minister of Public Works laid his report before Parliament, on Thursday. According to a despatch to the *Telegraph*, the earnings of the Inter-Colonial (to the end of June, and *before the road was opened through to River du Loup*) "show a decrease of $12,700 a year, while the increase of working expenses was $26,700,"—as compared with the previous year. The total expenditure on public works last year (ending June 30) was $11,500,000. The following notices of motion appear on the Commons paper:—

Mr. Irvine for a return, showing the nature and value of the goods imported from the United States into Canada. Dr. Brouse for an enquiry concerning the refusal to allow Canadian medical men to sail as Surgeons on board the Allan ships. Mr. Barthe for a bill to repeal the insolvent act.

THE BALL of the St. John Encampment of Knights-Templar at the Victoria Hotel on Wednesday evening last was a highly successful affair. Everything passed off well, and all pronounced it the finest social entertainment held in St. John for many years. The gathering was a brilliant and fashionable one.

THE PACIFIC RAILWAY.

[From the Montreal Star.]

We observe the following item in the Ottawa correspondence of several papers:—

"The Government has sent to England advertisements to be published there for a proposition from capitalists to build the remaining portion of the Pacific Railway, extending from Red River to the Pacific Ocean. Accompanying them is also sent a large number of copies of a work compiled by Mr. Carroll Ryan, from the best authorities, giving a description of the country, soil, climate, production, geological and topographical formation, and all other available information concerning the country along the proposed line of route, from Thunder Bay to Victoria, Vancouver Island."

We have reason to believe that this paragraph emanated from the Public Works Department, and that it may be relied upon as authentic. For some time past, the writer referred to has been known to be engaged upon some literary work, under the supervision of the Premier, and, doubtless, he has brought his labors to a completion. It is not a little remarkable that a department which has been receiving so many accessions should be incapable of getting up a printed bait for contractors. What will particularly strike the reader is the policy which is to be adopted. It is not four years since we had the Reform party denouncing the plans of the Macdonald Government in relation to the Pacific Railway scheme, and devoting the contract system to Gehenna. When Canadian enterprise was ready to be embarked in the vast undertaking, such obstacles were placed in the way that ambition gave birth to the proceedings which developed into an enormous political scandal. When the consequence of the most fortunate cry the Reformers ever had placed them in power, it was announced that the road would be built by the country, as a public work, little by little, the "magnificent water stretches" utilized, and all the rest of it, including the saving of contractors' profits. A little practical experience showed that this would not work, and the policy that was ostentatiously proclaimed in 1874 has become so modified now that Sir John Macdonald may cheerfully recognize his legitimate but once abducted and disguised offspring.

It would be no harm if some copies of Mr. Carroll Ryan's work were distributed in Canada and the United States. There are contractors here who are ready to go on with Pacific Railway work if they can get decent living prices, and are not exposed to the influences of political intrigue, such as gave Charlton an opportunity of raking in his unearned thousands. There are experienced men who are as competent to undertake the work as any Mr. Mackenzie can find on the other side the Atlantic, and we think they should have equal advantages with strangers. There is plenty of capital locked up in the country which could be profitably employed if a broad policy were adopted, and the political hangers-on, who abound so disastrously, sent about their business. The Government should be fair all round, and not offer advantages 3,000 miles away which are withheld at home.

THE PROVINCIAL LEGISLATURE opened on Thursday. The Governor's speech contains nothing that is likely to exasperate the Opposition. His Honor has a good word for the Harvest and speaks of his visit to the Northern Counties. He thinks the just expectations of New Brunswick in regard to a renewal of the Extra Subsidy and the settlement of certain unadjusted claims against the Dominion "may be realized at an early day." He had attempted to get an opinion of the Judges of the Supreme Court of Canada in regard to the powers of the Local Legislature in the withholding of Licenses to sell Spirituous Liquors:—the correspondence will be produced. His Honor intimates that a Provincial Exhibition of agricultural and manufactured products will be held during the year, and that a Bill providing for the general establishment of Municipal Corporations will be introduced. The address in reply to the Speech was moved in the House by Dr. Dow, seconded by Mr. Marshall; in the Council by Mr. Hamilton, seconded by Mr. Beveridge. Notwithstanding the scarcity of money in the Provincial Treasury, the country is to pay for telegraphing the debates of both Houses to the daily papers. Mr. Marshall was introduced to the Assembly by Messrs. Elder and Flewwelling. Messrs. Ryan (Albert), Covert, Robinson, Burns, Swim, Elder and Smith were appointed a Committee on Public Accounts; and Messrs. Butler, Ryan (Albert), McKay, Covert and Humphrey a Mines Committee. Mr. Marshall was placed on the Contingent Committee in the place of the late Mr. Keans.

SCOTCH ACCENT.—Mr. Lawson, late of New Kincardine, a teacher in one of the principal schools in Fredericton, was lately served with a notice of discharge by the board of Trustees, ex-Gov. Wilmot in the chair, trustee Sterling dissenting. The cause of dismissal is said to have been his "Scotch accent." His term will expire May 1st. Mr. Lawson was one of the best teachers in Fredericton, and had reduced his school from a state of chaos to one of excellent order. The general public of Fredericton are very indignant over this transaction, especially as a rumor has gained currency to the effect that the trustees wish to place in charge of the school a relative of one of themselves. We understand that the parents of the pupils, by an almost unanimous expression of opinion, have requested the retention of Mr. Lawson, and it is more than likely that the trustees will see the propriety of abandoning their intention.

MR. CAREY ESTABROOKS' friend "Delta" has not succeeded in showing that Mr Carey Estabrooks' letter to THE WATCHMAN was fit for publication. The question can be easily settled. Let Mr. Carey Estabrooks find, if he can, a *publisher who will take the responsibility of publishing that letter*. If he can do this, the public will soon decide whether Mr. Estabrooks or THE WATCHMAN is in the wrong. If he can not or will not do this, let him hold his peace now and forever.—Moreover, his friend "Delta" should not spoil his pleasant honeymoon by mixing himself up with Mr. Estabrooks' low squabbles with imaginary assailants in Queen's.

A SPECIMEN "REFORMER."—One James McShane, Jr., a true Grit, is striving to get elected for a Montreal ward, and some uncomfortable questions have been put to him through the *Star*,—an independent journal,—including the following:—

1st. Is it true or false that you received $7,000 from Mr. McNamee for surrendering the contract awarded you by the [Mackenzie] Government for a section of the Lachine Canal?

2nd. Is it true or false that you promised Mr. McQuisten, late City Surveyor, $1,000 for making out the tender for the contract in the event of your getting it or *making money out of it?*

3rd. Is it true or false that you never paid McQuisten the $1,000 after making $7,000 out of the transaction?

4th. Is it true or false that during the time you have been an alderman you made out a tender for the work on the Inland Cut Water Works for James Neville, of Griffintown, on the distinct understanding that you were to be a partner, and to receive 10 per cent. of the profits?

5th. Is it true or false that you made out a tender for Mr. Murray, contractor, East end, for the same work and on the *same terms* as for Neville?

Is it true or false that you were to provide the funds through Hon. Mr. Starnes, then President of the Metropolitan Bank, for carrying on the work?

Is it true or false that there was an understanding that, in the event of getting the contract, it was to be sold on the same principle as the Lachine Canal contract subsequently?

Mr. [illegible] McShane declines to reply, treating the questions as "an [illegible] insult!"

TIME-PIECE NEEDED.—Par[illegible] [illegible]ies who have to wait at St. John station for trains arriving a[illegible] and departing think that the clock which was formerly in use there might again be utilized. There has been no clock for some six months past, and the want is greatly felt.

—At the annual general meeting of the members of the St. John Mutual Insurance Company, on Monday last, William Peters, James Harris, John Anderson, John Gallivan and William Christie, M. D., were elected Directors, and at a subsequent meeting, James Harris, Esq., was elected President, and Mr. O. D. Wetmore, Secretary to the Company.

OUR RULERS IN COUNCIL.

What they are Saying and Suffering.

SESSION TWENTY-ONE.

When members of the Council had entered and seated themselves, your Reporter could not avoid mentally reverting to the time, less than four years ago, when the first "Reform" Government was seated in this Chamber. The men of that day, or a majority of them, had passed away; their "Reform" principles has also passed away; their "Reform" practice had not been edifying or of good report; their promised "Reform" measures had never been presented; and the *prestige* which their "Reform" pretensions had given them was rapidly, very rapidly, waning away. The majority of the first "Reform" Government had deserted posts and shelved themselves for life or many years, and one half of the remainder were only waiting opportunities to go and do likewise. Three or four years of "power" had tested the "Reform" leaders very thoroughly; they had been weighed in the balance and found wanting; and now the hand-writing was on the wall, the Party's doom was pronounced, and was recognized by those of keenest vision in the camp. The quarrel over the spoils had been numerous, bitter and sometimes greatly prolonged, and even the latest addition to the Council, M. Pelletier, had not been taken in until after fierce Party contendings and the usual battles of the cliques.—But here they are, such as they are, the "flower" of the Clear Grit Party, the very essence of Grit products in statesmanship and patriotism. The Session opens:—

HUNTINGTON: Well, here we are again, safe and sound.

SMITH: More "sound" than "safe," eh?

MACKENZIE: No, sir! As safe and as sound as ever we were. Only doubting Thomases can think otherwise.

BURPEE: I agree—yes, I quite agree, with the—the Premier. Yes, sir, entirely so.

SMITH: Hear! Hear!

CAUCHON: Eet ees easay to say 'ear! 'ear! Ennay boday can do dat.

HUNT.: Ha! Well said. Even the most helpless of God's creatures might say that much, as our President very properly observes——

CAUCHON: We 'ear enuff 'bout dat! Ha!

HUNT.: Correct again. What I was going to suggest was this—that we make a Big Push and proceed to business. There are many matters calling for settlement——

CAUCHON: Oui! Oui! An' fus', I would like to as' de Premaire wat he tink 'bout de Quebec Graveeng Dock 'bout dese time? An' after dat wat he tink he can do *pour* dose Embellishmong of de grande old cetay! Ha!

SMITH: And down in New Brunswick there is a tremendous agitation in favor of the Dominion building a line of Railway to connect Prince Edward Island with the mainland——

BLAKE: How is that? A railway?

SMITH: Yes, a railway. The people from end to end of the Province are thinking and talking of nothing else. There is a widespread agitation and a most remarkable up-rising of the people without regard to Party in favor of this scheme. The Press have united as one man; public meetings have called for it; engineers, contractors, even the clergy, demand it, and it must be built.

CAUCHON: Dese ees all—wat you call eet—bosh! Ha! Une undergroun' railrode! Ha!

SMITH: "Underground" be hanged! Not one half as bosh-like or underground as your Quebec grab! Why,——

CAUCHON: Ordaire! Ordaire! I mus' eensis' on ordaire een dese Counceel! Ha!

SMITH: I repeat, your Quebec grab,——

SEVERAL: Order! Order!

SMITH: I won't be interrupted without resenting the affront. I deny that there is anything "underground" about this projected railway——

CARTWRIGHT: May I be permitted to ask my friend how he proposes to build a railway from P. E. Island to New Brunswick, if not underground or by tunnel?

SMITH: Why, the line is not to cross the water. The road will be constructed on dry land——

VOICES: Explain! Explain!

SMITH: As a matter of course, it will run through an interesting tract of country, near the sites of ruined forts, which, in the olden time, when French and English contended for the mastery,——

CAUCHON: We know 'bout all dat! In what Countay ees dese grate railrode to run?

SMITH: Why, through Westmorland, of course! Where else should it run?

CARTWRIGHT: Through no other county?

SMITH: Certainly not,—only through the one county, my county.

CARTWRIGHT: How many miles?

SMITH: Call it twenty, from Cape Tormentine to the Intercolonial railway; at, say $25,000 per mile; only $500,000 to secure and perpetuate the connection with P. E. Island! A mere flea bite!

CARTWRIGHT: O, of course. $500,000 is a mere flea bite in these days. (Aside.) But a bite that leaves a good sized lump behind it.

SMITH: The Council will observe that the People and the Press are demanding this work, and in a tone that overwhelms all opposition. Elder and myself having given up the Bay Verte Canal, the demand is that this railway be built in place of the Canal. We shall save millions by it.

SCOTT: We understand you to say that "even children cry" for the construction of this railway, and that infants in their cradles mutter the ominous word turpentine or tormentine or whatever you call it. Now, isn't it just possible that the youngsters are demanding paregoric?

SMITH: I would have you understand that this railroad in all its overshadowing vastness is not a matter to be sneered down. Westmorland demands it. It's little I have ever asked for Westmorland. The late Government gave the County the railway head-quarters, and a marine hospital, and virtually decided the location of the Maritime Penitentiary there. *Our* Government has given it nothing, except a high railway tariff, which, while it lasted, ruined everything it touched. There is now a universal, prolonged, overwhelming, irresistible, awe-inspiring demand for this Railway to P. E. Island; and it must be built!

PELLETIER: Do I understan' dere is only dese one countay in New Brunswick?

BURPEE: O, no, no! There's another——

SMITH: Well, there's Sunbury, of course,——

CAUCHON: An' weel de good and grate Monsieur Burpee approve dese Torment Railrode? Ha!

BURPEE: Well, you see,—that depends——

SMITH: Depends on what?

BURPEE: Well, you see,—yes, you must give my,—well, yes, you must give the right men—the *contract*, you see.

SMITH: Ha! Ha! Of course, we must. The St. John Breakwater couldn't be built until Wallace's brother from Albert was made Superintendent, and the St. John Deep Water Railway Wharf contract couldn't be settled until the contractor had taken in Uncle Charles Burpee's brother-in-law, from Sunbury. Of course, we must take care of brothers, brothers-in-law, sons and sons-in-law, and all our kith and kin, even to the third and fourth generations.

BURPEE: Hear! Hear! That suits,—yes, sir, that suits me.

BLAKE: This state of things may suit gentlemen around this board but does it suit the country? We have come in to elevate the standard in the sight of all men and to govern the country by practices which will bear the light of day? Are our appointments to office and to positions of trust all they ought to be? Are we not overdoing the brother and brother-in-law business? What do I hear? The Senate, which I have desired to make elective but which you all persist in filling with nominees of the Crown, is becoming little better than an Asylum for members' relatives. Within a week "the Crown" has pitch-forked into the Senate two Nova Scotians of whom nobody outside of their respective towns ever heard, and we appoint them simply because one (Power) is a son of an M. P. and the other (Grant, of Pictou,) a brother-in-law of the M. P. who recommends him. In the adjoining Province we have been appointing the Minister of Marine's brother to the Postmastership of Shediac; giving sixty miles of Government rails to a company in which the Minister of Customs' brother is the leading spirit; putting the Albert County member's brother (Wallace) a superintendent over Breakwater contractors in whose tender the member himself manifested a lively interest; putting a brother-in-law of the member for Sunbury in a contract for another public work, altho' his tender was not the lowest and could not be accepted; giving our Premier's brother an interest in Steel Rail purchases and Railway Contractors' supplies; sending Government work to a printing office in which our Postmaster General's son is interested; appointing the Secretary of State's brother to a good post in the North West, and in various other ways exhibiting much family affection at the expense of this afflicted country. It is questionable [illegible] this is elevating the standard, in the pro[illegible] whethe[illegible] practice of which all men will ap[illegible] per sense, or is a [illegible] whether the extremely [illegible] prove. It is even a questio[illegible] wandering from personal quality of our politics, the [illegible] which that sharp regard for the *public* interests to w[illegible] we stood firmly pledged, will ever be forgiven by the people.

MACKENZIE: You are probably now referring to your recommendation of the highest tender for the Goderich Harbor Improvements?

SMITH: *Only* $25,000 lost to the country that time!!

SCOTT: Bedad, that's worse nor giving your brother a little place in the North West. It was a very small place—only $1600 or $1800, ye know.

BLAKE: It is no answer to my statement that the family compact form of governing is something different from what we promised the country when we took office.

SMITH: And were there no promises in connexion with public works? Was any thing said that could have led any one to suppose that the great Mr. Blake, the personification of "justice" itself, would have recommended the Government to throw away $25,000 at Goderich? Anything to justify the Board of Works' policy of concealing from the public everything approaching a full knowledge of its intentions in regard to the works of the country? What have we been doing for the last two years? Have we not——

CAUCHON: O, everayting ees go fus' rate, an' de goose he hang veray 'igh up! Ha!

SMITH: I will not be interrupted by the man who smells to Heaven, as the *Globe*——

CAUCHON: Sacre! Doan talk de nonsense, den! Ha!

SEVERAL VOICES: Hear! Hear!

SMITH: This is scandalous——

MACKENZIE: It is your tirade of abuse that is scandelous. When did ever a minor Minister arraign the head of the Government, in fact, the whole of the Government, as you have done?

SMITH: Why, I have not even opened the case yet! I was going on to say, when I was interrupted by him who smells——

LAFLAMME: I tink de Minister will see dat dose comparison are odorous!

SMITH: My complaint is this: that in my Province public work is done without tender or by private tender; in many cases by day's work; in all cases in the most expensive fashion. Here is a letter from one of my constituents——

MACKENZIE: Some aggrieved contractor, no doubt——

SMITH: No, sir, not a contractor of any kind——

MACKENZIE: Then he knows nothing of public works!

SMITH: He knows exactly how the public works have been handled, as you will see. He writes me as follows:—

My Dear Smith:—I think you would be rendering the country good service by directing the attention of your colleagues to the manner in which the Minister of Public Works has been dealing with public works in our Province. We, Reformers, were told what a wonderful man Mackenzie was and, if I mistake not, you eulogized him and Blake on the hustings at Dorchester without stint. [That is so, gentlemen, I really did.] But we have not seen anything very wonderful in his style, except the wonderful knack he has of preventing public work from being put up to competition and being done in the most economical manner. We were all a good deal shocked when it was seen that, if he had not been prevented by some Montreal friends of his who wished to tender themselves and wanted more time, he would have given out the contract for nearly $3,000,000 worth of Steel Rails on the strength of an advertisement which was ordered merely into one insignificant journal in Montreal and allowed only *a week* for tenders to come in both from Europe and America. Well, here in our Province he has allowed a railway engineer to give his own brother a contract for snow sheds for the Inter-Colonial Railway, without public tender, and to so construe the contract as to include all the sheds on the Northern Division of the road, although it was supposed at first to include only some $15,000 or $20,000 worth. Anglin's friends in Gloucester Co. know all about it, and forced Anglin to be the medium of correspondence with Mackenzie; but no redress or change could be effected; the engineer did exactly as pleased him and as suited his brother's interests. There has also been correspondence on the subject with Schrieber and Brydges, which ought to be laid before Parliament—certainly before the Government, especially the replies of Anglin's Bathurst friends, for whom Anglin will do nothing as long as your Government assures him of his Speaker's salary and perquisites and pays all his Post Office Printing accounts, and Brydges sends his Palace Car for him to take him to Ottawa every time he needs to go.

Well, you know as well as I do that in the last two years there have been scores of large buildings erected in connexion with the Inter-Colonial Railway and its branches. For not one of these, except, I think, a building at Campbellton, has a tender being publicly invited through the newspapers!! The same policy in New Brunswick, Nova Scotia and Prince Edward Island! Residences for officials have been erected at Moncton, costing $7,000 a piece,—without tender or contract. A few feet have been added to the head-quarters building at Moncton, at a cost of $12,000,—as much as the whole building originally cost:—no tenders asked, no contract made! Several other buildings have been put up at Moncton by "days work"—and what that means you will understand by the cost of the "extension" to the head-quarters building referred to which, by the way, was caused by the desire to find a parlor, bed room and dining room for Mr. Brydges! $12,000 for private accommodations for Mr. Brydges for 5 or six days or nights in the year, and a first rate hotel within one minute's walk of his quarters! These are but specimen bricks. At every important station new works have been erected in the last two or three years; the public money has flowed like water, without any perceptible public advantage, and every thing done without being contracted for, or when contracted, then without public tender. In the case of the contract for 300 freight cars for the road, where over $160,000 was involved,—even there tenders were not invited publicly: they were asked privately of a few parties, whom the Government is said to have wished to favor, and of probably one or two (such as James Harris & Co., of St. John,) whom one or two members of the Government dared not wholly pass by, but whose offers were, of course, rejected.

Now, my dear Smith, I might go on for the next three hours enumerating matters in connexion with the public works, showing gross negligence, favoritism, ignorance, bungling or downright dishonesty; showing that private, not public, interests have been invariably considered; showing that a change of Government has produced results of which we as a Party should be thoroughly ashamed.

I implore of you to try to remedy this state of things. Otherwise we may as well give up at once, for, to tell the truth, we are unable to bear up under the fearful load which Mackenzie's administration of the public works is saddling on us. Something must be done, right off!

Yours, etc.,

SMITH (continuing): My colleagues will perceive that this is a very important document——

MACKENZIE: Is the gentleman serious? Would he palm off this precious mass of rubbish——

SMITH: Who says rubbish?

MACKENZIE: *I* say rubbish,—vile, disgusting rubbish, unworthy of the fatherly, I had almost said *motherly*, care of a member of this Council.

SMITH: Unfortunately for the reputation of this Government, that document is Truth itself,——

MACKENZIE: Truth! *Truth*, indeed! Then you adopt it, do you? You endorse these slanders on me and my Department?

CAUCHON: 'Ear! 'Ear! Dat's de talk! We wan' to see dese beesness settle! Ha! De Premaire know what he ees about! Ha!

SMITH: Well, I hope I know what *I* am about, and I declare here that this correspondence contains only the truth, though not by any means the whole truth!

MACKENZIE: Disgraceful! Mere Opposition lies and baseness—the tattle and scandal of Corruptionists! Have they not the *Mail*, the *Citizen*, the *Gazette* and a thousand other sewers for their filth, that their slanders should be introduced here under false pretences by one of ourselves? Out upon such heartless, unprincipled, treacherous conduct! What's to become of our Party if such wickedness is tolerated?

SMITH: Why, that's just what *I* say! What's to become of the Party, if such evils as this Correspondence discloses are neither redressed nor discountenanced?

MACKENZIE: Is the man a fool? Has he lost his senses? "Evils" under a Reform Government,—a Government specially instituted to prevent the very appearance of evil in our political system,—a Government in whose presence evil dies, disappears, is unknown, cannot possibly exist! The man's crazy!

HUNT.: A chance for you Cauchon. One more candidate for Beauport!

CAUCHON: Pass dat! Pass dat! We wan' no nonsense at dese Board, mon coppaire couleur fren'! Ha!

HUNT.: Nonsense—certainly not. I was merely speculating on the chances of your being able to turn an honest penny.

CAUCHON: Dese Gouvernmong has 'ear enuff about Monsieur 'Untington speklashun! Ha! Hees speklashun een religion and coppaire and all oder kine, bettaire be keep outside dese Counceel! Ha!

HUNT. (pleasantly): Unless this jobber wags a civiller tongue he shall never be Governor of Manitoba by my consent. I have spoken.

VAIL: What's this? *More* Governors looming up, and your Great War Minister still unprovided for? Remember, gentlemen, the services I have rendered Canada,—my Canada!

SMITH: Services, indeed! You have ridden several times over the Inter-Colonial in the Palace Car, and therein been dined and wined at the country's expense! For such glorious service a Governorship is but a trifling reward, truly. But, Vail, you might have paid that little [illegible] I say, Bill [illegible] Truro's restaurant. It was [illegible] bill for milk supply a[illegible] only fifteen cents, you know!

VAIL: The Minister of War scorns the accusation. Who says I drank milk at Truro? I drank no milk—'twas Fleming.

SMITH: But Fleming was your guest.

VAIL: We merely rode together in Brydges' car.

SMITH: He as your guest: now don't deny it, Bill. Why, Fleming would as soon drink poison as accept a courtesy from Brydges. Now, honestly, you can't expect to be Governor of Nova Scotia until you've settled that milk score at Truro. And Luttrell says you wanted similar refreshments at Moncton on your journey, and that he was obliged to refuse your modest request.

VAIL: The Minister of War will not bandy words with those who doubt his word! His mind, his soul his every part, is fixed on higher things. Already before his prophetic sight there arises a vision of bloody and tumultuous war! He sees its horrid front; he hears the booming of its horrid, beastly cannon,—the tramp of Cossack and the shout of Mussulman. Now there waves the standard——

MACKENZIE: Stop! Stop! For the love of Heaven, stop him!

CAUCHON: Non! Non! *Sacre!* Let 'im wave de standaird! Ha!

VAIL! Now the standard of the False Prophet is elevated! And now it disappears—is trampled in the dust! And now they charge—Lord, how they charge!

SMITH: He means, for milk!

HUNT.: Promise him the Governorship—anything—everything—if he will only subside!

CAUCHON: Non! Non! Let de fight go on. I wan' to see who trash! Ha!

VAIL: The Minister of War fancied he heard mention of "a Governorship?" Did any one say "a Governorship?" Will the First Minister repeat the pledge? Or must the vision continue?

MACKENZIE: A Governorship! Yes, anything,—anything to save the ears, nerves, feelings, of your colleagues. (*Aside*: He shall be a Governor of some Gaol or Penitentiary.)

VAIL: Then avaunt dread spectre of grim War! Away fierce Russian and murderous Turk: William's himself again! And to-night the Minister of War will entertain his colleagues at the Rideau Club! To-night, at least, we shall be jolly, let to-morrow bring forth what it may.

CAUCHON: 'Ear! 'Ear! Let us heat and be merray, for to-morrow—Ha!—*Sacre!* to-morrow we meet dem Parlament fellaire! Ha!

And they adjourned in hot haste to prepare for the War Minister's entertainment,—an occasion to which *bon vivants* at the Capital always look forward with the fondest anticipations. Of course, a few hours later there was a sound of revelry; and all Canada learned from the Government Press next day that the Skipper had again distinguished himself.

MANAGEMENT OF THE INTER-COLONIAL RAILWAY.

INTERCOLONIAL TRAIN RUNNING: THE NEWSPAPER ADVERTISING.

We read the following with a good deal of interest in the *News* of Friday. The poor "traveller," no doubt, is one of the *News'* staff:—

To the Editor of the Daily News.

SIR,—Has any change been made in the running of Trains on the Intercolonial within the past few days, or is there any change in contemplation? If not, why is there no announcement in the papers? The public look to the papers for train running information chiefly; and when it is not to be found there, they are puzzled and annoyed. The Railway authorities, Mr. Brydges, Mr. Luttrell, or whoever else has charge of this matter, should see that the public are no longer deprived of information which the most insignificant line on the continent affords.

A TRAVELLER.

In yesterday's *Telegraph*, under the editorial head, there appeared a table headed: "Information for Travellers," the first item of which gives the hours of the departure of the I. C. R. trains from St. John for "Halifax," "Painsec" and "Moncton." We turned to the advertising columns of these papers, and to those of the *Globe*, and found, to our surprise, that the Government's Railway advertisement was missing. Subsequent enquiry brought out the fact that the Government journals of this City have received instructions not to insert any railway advertisements, except such as reach them in manuscript direct from head-quarters. Meantime, the advertising is suspended altogether, and profound disgust reigns in certain newspaper offices. Hence the communication in the *News*, which is simply an attempt to recover what has been lost, and the "Information for Travellers" in the *Telegraph*, which is intended to supply the missing information for which the Government should pay.

The public will naturally ask why the Government withholds the usual advertisements from its Press. Is it on the ground of economy? If so, why does it commence its economical reforms in the newspaper offices? Why does it cut off an absolutely necessary expenditure? The *Freeman* has been alleging that the freight traffic of the I. C. R. is in a most flourishing condition, that it far exceeds the most sanguine expectations of the General Superintendent. Then why can not the Government afford to pay for the publication of information which "the most insignificant line on the continent" is bound to give its patrons? Can the *Freeman* have been misleading its readers? Is the revenue *not* in the flourishing condition represented by the *Freeman*? Has the cost of building and running Palace Cars for Mr. Brydges and a few Government favorites; the cost of erecting residences for officials; the enhanced expense in the salaries department, through increases which were neither fair nor necessary; the cost of "smash-ups" every day or two; the cost of providing for relatives of the General Superintendent; the cost of providing special accommodations for the General Superintendent in the head-quarters buildings; the cost of providing quarters for Molson's Bank at Campbellton:—have these and numerous other "extras" so impoverished the revenues of the country that the Government of Canada is actually obliged to stop the expense of advertising the running of the trains?

Or is there some other cause yet unpublished,—something of which each and all of the Government journals are fully aware but will not confide to the public? Is there really good, definite ground for the Government's action in this matter? And, if so, why is it concealed? The Government or the Railway management must have confided to their organs the cause of action; or, if it did not, the publishers must have taken steps to find out. It is not like them to see large sums, paid for Government advertising, suddenly stop without insisting upon knowing the whys and wherefores. We hazard nothing in saying, "and we say it boldly," that the *News*, *Telegraph* and *Globe* are fully informed of the reason; and they owe it to the public to explain, candidly, the non-appearance of the Railway advertising in their columns. Now let us see which of them will be the first to come to the front with such an explanation.

AN ENQUIRY.

MONCTON, Feb. 6.

To the Editor of The Watchman.

What is meant by giving a Mr. Brydges, son of C. J. Brydges, a post of draughtsman in connection with the building of the cars lately contracted for. I can understand it is necessary to employ an Inspector to look over the cars during erection. The Inspector is generally a practical man, such as a shop foreman or a good man from a car repairing shop. Draughtsmen, as a rule, are not practical men, and are totally unfit to look after the interest of their employers as far as inspection during construction is concerned.

It is generally customary to contract on a plan furnished, with a specification, so that there now should be no drawing necessary in connection with the cars already contracted for. What then will this young Brydges find to do? Will he subside into an Inspector? and what will his salary be?

If drawing is his forte, I wish he could draw the palace car into the Petitcodiac river, and once and for ever remove the greatest source of annoyance and expense on the Intercolonial.

Yours truly,

OBSERVER.

WATER SUPPLY AT AMHERST.

[From the Sackville Post.]

Early last year the water supply at Amherst station was found to be running short. The authorities were promptly informed of the deficiency. Any man with ordinary common sense, and not possessing the genius for railroading of Mr. Brydges, would have ordered the evil to be at once remedied. Not so, Mr. Brydges; he knew better; he has a Napoleonic way of his own that despises our common place, every day systems. He allowed month after month of the summer to pass away without taking any steps whatever to increase the supply. At last, however, the decisive moment arrived, and the order went forth to take up the old pipes and lay down larger ones. The order came with the frost. The old pipes were dug up, and the work of laying the new ones commenced. [illegible] burst, and it was some weeks before the work was completed. The pipe[illegible] with his Napo-[illegible] In the meantime, Mr. Brydges, [illegible] leonic foresight, had gangs of men at Spring Hill and Athol, busy pumping water for the trains. Two engines froze up at Amherst, and the water had to be carted for their use. A careful estimate of the cost of this specimen brick of Napoleonic management, makes it in round numbers ten thousand dollars! What a great blessing it is to the country to possess a Railway manager like Mr. Brydges, who, rolling over the I. C. R. in his palace car, observes everything, and by his wonderful foresight averts evils and makes the I. C. R. a marvel of economical management.

THE SMASHING PROCESS.

[From the Sackville Borderer.]

The work of demolition on the Intercolonial proceeds with remarkable steadiness. Since our last issue, several other little mishaps have taken place, but still, and let us be thankful, without loss of life. The Halifax papers tell of a serious break up at that end of the line. * * * We need not, however, go to Halifax for accidents. Westmorland furnishes a number of unconsidered trifles, which give food for thought. On Tuesday, the line was blocked up for some hours by the cars of a Special getting off the track at Memramcook. On Wednesday morning the Quebec express reached Sackville four hours behind time, owing to the breaking of a wheel at Memramcook, and the Express from St. John was two hours late on the same afternoon, owing to the disarrangement of the rails in the same locality. The excuse for the latter mishap is that there is a "bad place." This "bad place," or one of similar character, has existed all winter, and has caused numberless detentions of which we have made no mention. It is pretty nearly time it was repaired.

We mention these things in no captious spirit. It is much more agreeable to praise than to blame, and we have no sympathy with some who are perpetually taking trouble to find out every trifling act of mismanagement. The occurrences mentioned happen so near our own doors, however, that it is impossible not to notice them. Some mention is absolutely required in the interests of the public who, wherever the fault may be, have been put to a vast amount of inconvenience and loss during the present winter.

ACCIDENTS OF THE WEEK.

[Condensed from the Moncton Times.]

On Wednesday night of last week the engine of the freight train from Moncton to St. John ran off the track at Salisbury. The engine was somewhat damaged and train delayed several hours.

On Thursday last near Humphrey's Mills one or two hoppers, part of a coal train, got off the track and run a long distance over the sleepers, breaking them up and injuring the track very much. The damage was not discovered, however, until a passenger train passed over the line a short time after the coal train. The narrow escape of the passenger train excited the lively gratitude of all on board.

On Friday, near Belledune, Northern Division, four hoppers and the conductor's van of a coal train, left the track and rolling down the bank, were badly smashed. Twenty-four tons of coal were thereby charitably distributed amongst the suffering poor of the locality. The benevolence of the railway management in the matter of fuel must have relieved a great deal of distress this winter.

On Saturday a postal car broke down at Truro and the mails were brought along in a second-class car, but not distributed.

On Monday a postal-car broke down at Sussex and was replaced at Moncton. Postal cars are now getting scarce and when a few more are broken up, inconvenience will probably occur.

Tuesday appears to have passed without any accidents. Those of yesterday have not yet been reported to us.

OFFICIAL DESPOTISM: BEGGARS ON HORSEBACK.

About the middle of January, the woman who for two or three years has had the care of the General Offices, providing meals for Mr. Brydges and keeping his bedrooms in order, desired to give up the position and sent in her resignation to Mr. Pottinger, to whom she was responsible. She was then asked to remain for a few weeks longer, as Mr. Brydges was about to come down and would want something to eat and drink, and must get it, of course, in his own rooms at the General Offices. She complied and on the 1st February was rewarded by receiving a peremptory order from Mr. Luttrell to vacate the premises "immediately and not later than to-morrow, 12 a.m." Now, if Mr. Luttrell had ever been in humble circumstances (?) he would, no doubt, have considered that it might be no easy matter to secure a dwelling house in Moncton and move a lot of furniture within eight or ten hours, and that it would be only reasonable to give in this case the same notice as, amongst private individuals, courtesy and the law require.

Other instances of Grit pauper despotism (as a correspondent calls it) have been frequently observable of late in connection with the Ladies' Waiting Room at the Moncton Station. On Friday evening last a young lady went to the Station to meet her brother, who was going north in the train. The train was late and she went into the waiting room, when the Superintendent, who was on the platform, ordered the policeman to put her out. This was done, and the young lady was obliged to remain an hour and a half out in the cold. On Monday evening a like occurrence took place, the victim in this case being a school girl about 13 years of age. She had accompanied her brother to the station to meet a lady friend who was coming in the train. Her brother left her in the waiting room and went out to enquire about the train, which was late. During his absence Mr. Luttrell ordered the policeman to put her out, and that official, after asking the girl if she had a ticket and receiving a negative answer, roughly ordered her to get out of the waiting room. The girl obeyed and, of course, went home, as she could not remain in the cold.

We have given the facts in these cases pretty fully, as we deem it of some importance to know if the station buildings are intended for the accommodation of the public or are the private property of the officials. In each of the cases mentioned the girl was the only occupant of the room, and, we venture to say, had a perfect right to remain in it. We hope that when next Mr. Luttrell attempts a show of authority in this way, the lady, whether with or without ticket, will have pluck enough to refuse to leave, and let them put her out if they dare. This sort of nonsense has been carried far enough to suit the kind of people we have in the Lower Provinces.

THE HUNTINGTON COPPER SCANDAL.—It would appear that we are never to hear the last of the Huntington Copper Mining Company Scandal. The London *Standard* has the following:—

A LARGE BRIBE TO FLOAT A COMPANY.—The *Scotsman* reports a decision of the Court of Session upon an appeal arising out of circumstances connected with the sale of a mine in Canada. Mr. William Henderson, a chemical manufacturer in Glasgow and Irvine, in 1872 undertook, on behalf of the owners of certain copper and sulphur mines in Canada, to form a company which should purchase the mines for £125,000. He formed such a company, of which he was one of the directors, and it appeared on the trial that only two of the gentlemen who were named in the prospectus were not bribed. Henderson had received £10,000; the other gentlemen had returned what they received with interest, and an action brought by the company (the Hunting Copper and Sulphur Company, Limited) to recover the amount paid to Henderson was decided by the Lord Ordinary Young in favor of the company. Against that Henderson appealed, on the ground that the payment was for professional skill and services. The Lord President said the judges were unanimous in dismissing the appeal. The defender had accepted of a bribe to induce him to bring the company into existence and to make himself director of the company; he accepted the £10,000 as the consideration on which he was to perform that office for the vendors of the mine, and thus he placed himself in a position of having a true duty to perform and of having personal interest directly conflicting with that duty. The judgment, as the Lord Ordinary had pronounced it, was just to compel this gentleman to make over the money he had received to the company; and in that judgment his lordship entirely concurred.

THE BASS FISHERY on this river is too important to be thus trifled with. Upon the ice at the present time on the North West Miramichi, there are nearly five hundred fishermen engaged in fishing bass, in many instances in order to provide for their families the necessaries of life. Such a fishery is a mine of wealth to our people, which, with proper protection, will yield remunerative employment to a large number of laborers and others who cannot procure work here during the winter months.—*Newcastle Advocate.*

—Many people, particularly children, suffer from the ear ache: and for the benefit of such we give a sure but simple remedy. Put in two or three drops of *Johnson's Anodyne Liniment*, stop the ear with undressed wool, bathe the feet in warm water before going to bed, and keep the head warm at night.

—Capt. Charles Sager, who keeps a superb stock of livery horses in Portland, Me., informed us recently that he uses *Sheridan's Cavalry Condition Powders* regularly in his stables, and that the expense is more than offset by the diminished amount of grain necessary to keep his horses always in good order.

REAL ESTATE: HOUSES TO LET.—Mr. James Henderson, cor. Princess and Canterbury Sts., has a large number of houses and flats to rent.

[FOR THE WATCHMAN.]

FASHION NOTES.

After last week's brief digression we are now brought back to our rightful channel by the question "whether it is thought probable that

COMBINATIONS IN DRESS MATERIAL

will continue popular throughout the coming season?" In reply to this we are able to state upon the highest authority that their popularity will continue not only through the spring but also throughout next summer, and it may be even longer. There does, in fact, seem to be no end to the various methods and contrivances by which fabrics, trimmings and colors are intermingled; ingenuity has an apparently limitless field in their composition, and thus until this ingenuity betrays symptoms of exhaustion the fashion will continue. At present one of the most stylish French fancies in dress making is to make the front of the dress entirely of some figured material as, for instance, damask or velvet, while the back of the waist and the back breadths of the skirt are made of some such plain material as satin or faille. Frequently the front is trimmed on the sides with large button holes, which seem to button the entire front on the back of the waist and on the back breadths of the skirt. These buttons are generally passementerie, though a covering of the material which forms the back breadths would answer equally well. When completed a costume made after this fashion is very unique and elegant, although it certainly is open to the objection of giving the wearer a two-faced appearance.

Among the

NEW DRESS GOODS FOR THE SPRING

will be imported materials having galloons along each selvedge, which galloons are intended to be detached and act as a trimming for the dress. As these goods will be made in all shades and grades of material, they promise to enjoy for a time very wide spread popularity, that is to say, with the majority,—the minority, who prefer singularity to universality, having in contemplation other materials which from their very nature can never become common. Prominent among such reservations is a fabric called *coat of mail*, a very firm and supple material which really does in a vague sort of way recall the steel armor of the cavaliers of olden times. Being rather heavy, this will only be used for the fronts of combination toilettes or for overskirts or polonaises, never for the skirts worn with these. In regard to waists and wrappings we are told that in Paris everything is buttoned (and above all will be buttoned) on the side, or else the buttoning on the side is merely simulated. At present the most fashionable waists which are laced at the back are buttoned diagonally in front, and by spring lacing will be entirely abandoned and buttoning alone will be resorted to. Ladies naturally gifted with extensive waists will no doubt feel inclined to look upon this fashion with disfavor, corsages and wrappings buttoned at the side being calculated to add considerably to an appearance of stoutness, while upon slender figures they have the contrary effect of decreasing the size and merely imparting a graceful rotundity. However, those unfortunate subjects for Banting will either have to diet themselves down to consistency or else bow meekly to their sad fate, which fate in those days consists in being entirely disregarded by fashion. Everything stylish and *recherché* is now designed for the slim and slender, and so it will be, we suppose, until possibly fortune's wheel revolves in favor of an expansion of size.

In all other respects spring toilettes will be in very much the same style as those worn throughout the winter. As a general thing, the full suit will consist of a skirt, overskirt and basque or polonaise and a half-long paletot buttoned diagonally and matching the rest of the dress. If there be any change from the models shown at present this change will principally consist in a simplification of detail; polonaises and overskirts will be trimmed with less profusion and looped and draped with fewer pleats and in a less complicated fashion, and wrappings, whatever may be their shape, will partake of the same character. Many unsuccessful efforts have been made to break the uniformity consequent upon wearing a dress, overskirt and paletot of the same materials and having the same trimming, but the eye has become so accustomed to this uniformity that all such efforts have so far resulted in complete failure; and thus, in all probability, the fashion will be adhered to until the warmer weather causes the paletot to become a superfluity.

Among

OTHER TOILETTES

in preparation for the spring, is one very pretty combination with which we have become acquainted through description. The skirt of this is of plain prune faille, with a plaited flounce, neither very full nor deep, of prune material, with wide silver stripes. The polonaise is also of prune faille, trimmed in front from top to bottom with a plastron of the striped material. This plastron is cut diagonally in two parts, in such a manner that the stripes form a face. The polonaise appears to be buttoned on this plastron from top to bottom on both sides. The fronts of the sleeves are of the same material as the plastron, the backs of prune faille, like that of the skirt and polonaise, and the cuffs are of prune faille in front and of striped material in the back. The polonaise is bordered (beginning at the plastron) solely with a deep bias fold of prune faille, headed with a silver gray cording. The *toute ensemble* is said to be very simple in appearance and yet exceeding pretty and distinguished, while more than this, it is "get-at-able," a virtue as rarely met as it is pleasant, most of the costumes of which descriptions are furnished us seeming not only incongruous but positively unintelligible.

Returning to the subject of combinations, one of the latest novelties in the way of

CRAVATS

is made half of one color and half of another; as, for instance, one side of pale blue and the other of bronze, one of *vert de gris*, the other of red, one of tilleul and the other pink, and so on throughout the whole range of popular colors. In tying the bow, great care must be taken to make the two colors come contrary wise, that is, in tying a blue and bronze cravat, to have the first color come at the top in one loop of the bow, and the second color at the top in the other loop. In order to produce something of the same effect, some people twist two neckties of different colors one around the other; but this is a clumsy, inartistic fashion, and thus the attempted imitation is a decided failure.

We are next asked "whether

SACQUES,

having the fronts longer than the backs, will be worn next season; also, whether there is any way of making over such sacques?" With reference to the first part of the question, we think it is more than probable that this style will not survive, or, indeed, will hardly make its appearance, with another season. Any fashion of this *prononcee* nature has a very slim chance of longevity, the wearer being very liable to weary of it in a short time, while to the eyes of the on-lookers it becomes almost equally painful. At present a comparatively large number of those sacques are worn, but as they certainly are not the first and hardly the second fashion, we feel safe in advising our correspondent to alter the shape of her wrap before the coming of the spring. The most ingenious way of so doing is by adding kilt pleatings of very heavy silk across the back in such a manner that the sacque will be of equal length all around, and then, heading this pleating with a broad sash which is tied in the middle with a long looped bow. As very many of the newest and most expensive mantles, both for ladies and children, are made after this pattern, the effect of the contrivance is unexceptionally good, so good, in fact, that very few people would suspect it to be a contrivance at all.

Another questioner complains that while we have frequently given advice respecting caps for young ladies and young matrons, we have rarely said anything by which the fashion for very

OLD LADIES' CAPS

could be decided. As our space is too valuable to be occupied by mere apologies or explanations, we plunge into the answer and make our *amende honorable* by informing our ill-used friend that if her old lady be a stylish old lady, she will wear for the morning a cap of clear white muslin, with full mob crown, a ruche of pleated muslin or lace for bordering, and a bow of soft violet or any other colored ribbon in the front and the back. These are so simple that they can be easily made and laundried, their only foundation being a bit of cap wire passing around the head. For afternoon wear, she must use white net in figures or else plain Lyons tulle with tulle ruches for trimming. The crown need not be so full as that of the muslin cap, but an addition is made in the form of wide strings of tulle, with the ends pointed and the edges finished with a narrow ruche. These strings are generally worn hanging, although this is simply a matter of taste, many very old ladies tying them in a soft loose bow under the chin. For very particular occasions, this dressy *belle mere* must be careful to make or have her cap made of fine real lace or the finest and yellowest antique thread which may happen to be in her possession. Strings also of lace, a bow or two of delicately tinted ribbon, and perhaps a few flowers, are appropriate as trimming; but if the old lady has refined tastes, she will select all her trimmings in moderation as to quantity and coloring. If she be less stylish than we are presupposing, she may select a black lace cap, and may go still farther by covering her gray hair with a false front or a wig; but should she do so, she is placed in each case beyond the pales of fashion, black caps, wigs, false fronts and hair dye being equally out of date. Even when bleached to positive whiteness, gray hair is now regarded almost in the light of an added charm; and, however simple it may be, a white cap is considered preferable to the most elaborate edifice of black lace and flowers. These are fashion's laws; consequently all