

Chignecto Post.

SACVILLE, N. B., JAN. 11, 1877.

The "Northern Light" and Cape Tormentine Railway.

The Halifax Chronicle says: She got out of Charlottetown harbor, thereby overcoming the only difficulty that was feared, but instead of making her way quickly through the ice to the Nova Scotia shore she knocked about in the Gulf for several days and finally got into Georgetown. We are of the opinion, in view of the experience of the past year or two, that the project of winter steam communication between P. E. Island and the mainland is quite impracticable. The Islanders, too, or the more sensible portion of them, are coming to the same conclusion. But the Government were bound by the terms of Union to make the attempt. They did not do good faith and with the best means that were offered to them. The people of P. E. Island, at least, should not find fault with them for having done so.

The "Times" and the Albert Railway.

The very sensitive moral nature of the Editor of the Times was terribly shocked last week, at an enormity committed by Mr. WALLACE, M. P. It appears that that gentleman has actually committed no less an offense than congratulating a Masonic dinner the people of Albert on the progress of their Railway. How wrong in Mr. WALLACE! No wonder such an exhibition of depravity calls forth the severe reprobation of the Times. No wonder the Times considers him "positively indecent."

The Montreal Witness says:

The question as to which form of field ice is best adapted to a passage through field ice, is still debated. Mr. Sewell's idea is the reverse of that carried on in the Piermont, which so successfully cut through the ice in the fresh water bays of Lake Ontario, after it is six inches thick. The latter has a "spoon bow," which runs upon and breaks down the ice over an area nearly the width of the boat, thus giving free passage, while the "Northern Light," with her sharp bow, first cuts into it, and, as she advances, is supposed to rise up on the floor, and break a passage by her weight.

The P. E. Island papers are full of the "Northern Light" business.

They all admit that steam navigation in winter is a failure. The Ch'town Herald says:— If the Dominion Government would wish to find at once the object to which it is bound by the contract of Confederation, it should cast aside all idle schemes of dressing men, and get to work to do certain. Steam navigation between this Island and the Mainland is in winter an impossibility. We take this upon the word of men better acquainted with the Straits than Mr. Sewell. But a branch line of Railway from St. John's to Cape Traverse, is a project of no less an undertaking. Make by traverse and Tormentine the route for summer and winter. For winter it has already been the means of communication for years. Let Government improve the means of transit, and no failure need be anticipated. We have repeated so often the advantages of the route that we will not now rehearse them. They are patent to every eye, and we are glad to see that our contemporary the Chignecto Post contemporary endorses our views, and gives the following piece of information regarding the route, &c.

The New Era says:

To the most superficial it must be now evident that the "Northern Light" is entirely unfit for the service for which she was built, and that the project of steam communication between this Island and the Mainland during our entire winter months, can never be accomplished. Doubtless a steamer can and will be constructed, when competent parties take the matter in hand that will run in winter, later in the Fall and earlier in the Spring than the ordinary steamer. But crossing in ice boats at the Capes for a considerable number of each winter will, we believe, be the mode of travel for all time to come, or until the Straits are tunneled, or bridged, or something else equally wonderful is accomplished. In view, therefore, of the fact that in all human probability, our mid winter travel will continue to be between Cape Traverse and Tormentine, we hold that it is the bounden duty of the Dominion Government to build at an early date Branch Railway—the one from our main line to Traverse, the other from the Intercolonial to Tormentine.

The people of Sacville, Botsford and Westerland are anxiously enquiring

what will now be the course of the Minister of Marine? The Cape Tormentine Railway would in all human probability be built and in operation had not the Directors out of deference to Mr. Smith's expressed wishes broken off their negotiations with Contractors, thrown up their claims to the local subsidy of \$5000 per mile and abandoned their act of incorporation, their surveys and their labor, which had cost no little money and time. All this would not have been done but for the solemn assurance of Hon. Mr. Smith that in the event of the failure of the Winter Boat, the Dominion Government would undertake the construction of the Cape Tormentine Railway. What earthly reason had the Directors for abandoning an enterprise on the eve of accomplishment, but Mr. Smith's representations?

The Freeman says Hon. Mr. Smith

will perform his promises. We have confidence in Mr. Smith's intentions to do right, and we believe he would not willingly commit so great a blunder—a blunder that the people interested would look upon as a crime—as to sacrifice a work so necessary to the growth and development of Westerland County.

Even if the "Northern Light" had

proved capable of navigating the Straits in winter, the difficulty of making a landing on this side must prove a bar to her usefulness. The board ice makes out to such a distance as to prevent the transportation of freight, and even for passengers and mails an ice boat would have to be called into service to secure communication between her and the shore.

The probabilities are against her

being able the whole season through to make her landings at the same place two successive trips. All regularity and certainty, so necessary in the conveyance of mails, would thus be utterly destroyed.

Messrs. Mottet and Irving, "the

brave men at the Capes," have for many years carried passengers and mails with great regularity and success, although they have been treated

Westerland Circuit.

The Circuit Court opened on Tuesday last, His Honor Mr. Justice Watmore, presiding. There was a full attendance of the Grand Jury, and the usual gathering of members of the Bar.

His Honor addressed the Grand Jury, briefly pointing out their duties in connection with the criminal business to be laid before them, upon which the Jury retired to their room, and shortly after they returned into Court with bills.

The Queen vs. Philip White: For

breaking into J. L. Black's store and stealing therefrom.

The Queen vs. William Bulker: For Larceny for stealing a stack of hay from Richard Buck.

His Honor then said as there was

another indictment for obtaining goods by false pretenses to be laid before them, preferred by private prosecutors, that he would now instruct them with reference to that offense. He read the Dominion Statute, that whosoever by any false pretense obtain from any other person any chattel money or valuable security with intent to defraud, is guilty of a misdemeanor; and said not only was it necessary for the pretense to be false but it must have been with intent to defraud. That even if the pretence were false, if the party making it paid for what he had obtained, such payment would be the intent to defraud, and that if the party were subsequently trusted on the supposition that the former pretense were true it would not be sufficient to convict him of the crime.

DOCKET OF CIVIL CAUSES.

- 1. Savage vs. Stack—J. H. Dickson.
2. Price vs. Ryan—Holstead and Borden.
3. Thompson vs. Gray & Wheaton—R. Barry Smith.
4. Cushing and Clarke vs. Crandall—Holstead & Borden.
5. Smith vs. Scott—R. B. Smith.
6. Holstead vs. Dunlap—R. A. Borden.
7. Doe, ex dem., Rector, &c., of St. George's—J. H. Dickson.
8. Church, Moneton, vs. Ryan—Jack and Maguire.
9. Smith vs. Hamilton et al.—H. C. McMonagle.
10. Somers vs. Wilbur—A. J. Hickman.
11. Borden, Assignee, vs. Provincial Ins. Co.—W. J. Gilbert.
12. Doe, ex dem. Johnson vs. Milner—D. L. Hanington.
13. Doe, ex dem. Read vs. Allen et al.—A. J. Hickman.
14. Easton vs. Washburn Bank vs. Hanington—W. J. Gilbert.
15. Fawcett vs. Smith—W. J. Gilbert.
16. Fawcett et al. vs. Wilson—A. A. R. O. Stockton.
17. Gagnon vs. Chappart et al.—P. A. Landry.
18. Thomas vs. Clidart—R. A. Borden.
19. Wilson vs. Wilson—R. Barry Smith.
20. Boultonhouse vs. Milner—C. E. Knapp.
21. Tribes vs. King—R. B. Smith.
22. Barnes vs. Ayre—C. Milner.
23. Booth et al. vs. Wilson et al.—Holstead & Borden.
No. 3 was taken up and was being tried when the court adjourned.

The following officers of Salisbury

- Lodge No. 20, P. and W. M., were installed on St. John's Day:
James Bentley, W. M.
J. R. S. Devereaux, S. W.
A. F. M. Donald, I. W.
James Walter, Treas.
H. Woodard, Sec'y.
P. A. Clark, S. D.
Thomas Cochran, S. D.
William Cuttes, S. S.
C. A. Steeves, I. S.
A. E. Trives, Director of C. J. B. Harris, Tyler.

After the Installation of the Brethren

proceeded to E. Kay's Hotel where a dinner, gotten up in Mr. Kay's best style, awaited them. Having done ample justice to the dinner, they next adjourned to the School House for a dance. Under the direction of Mr. J. Donald and with the good music furnished by the Hilltoppers' band, the evening whirled away "in the mazy dance," till the wee sma' hours of the morning.

Salisbury Lodge may congratulate

itself upon having so very pleasantly spent the Anniversary of its Patron Saint.

The Rev. C. Will, A. M., Rector

of Salisbury, met with a pleasant surprise on New Year's night. A number of his parishioners with some members of other churches drove to the parsonage very quietly to present the compliments of the season; but the real intent of the raft, so to speak, was made known, when Mr. O. E. Fawcett on behalf of the others presented the Parson with a purse of \$65. Mr. Willis very pleasantly and feelingly thanked the donors.

Botsford Town Meeting.

The following report though somewhat old may be of interest:

E. A. Welch was unanimously called to the chair and W. H. Murray acted as clerk.
The Overseers of Poor presented their bills amounting to \$209.78.
The following officers were then elected:—
Overseers of Poor: Robert Scott, Richard Dubon, Alfred Rayworth, Assessors of Rates: W. Maglashon, P. Hebert, J. H. Avaré.
Revisors of Votes: J. H. Avaré, James Carrol, Clement Bank.
Com. of Bye roads: William A. Blacklock, J. Carrol, J. Avaré.
Collectors of Rates: Geo. Dalton, Michael Hillman.
Town Clerk: W. C. Murray.
Also, 30 constables, 40 Surveyors of Highways, 3 Surveyors of Dams, 18 Field-drivers, 30 bomb masters and fence viewers.

RECORDED THAT L. G. Power, son

of P. Power, M. P. for Halifax, will be appointed Senator.

An Atlas steamer with freight for

Halifax will leave Liverpool weekly.

Drunkness on I. C. R.

To the Editor of the Post.

Sir.—I see by the papers that Mr. Donville, M. P. for King's Co., and Mr. Smith, Mayor of St. John, have brought a charge against Andrew Davis, engine driver, on the Central Division of the through Express, which is sadly at variance with the facts of the case, and one calculated to create in the public mind an impression prejudicial to the character of that public servant. They charge him with being drunk and driving recklessly between Spring Hill and Aulac on a certain occasion. What opportunity they had for discovering that he was drunk, I am unprepared to say, as it is positively stated they did not see him. Superintendent Luttrell was on that train, and since he has been a railroad man all his life, if he knew anything, must know whether it was running at a rate of speed to endanger the lives of the passengers, and it was his duty at the first Station to ascertain if that part of the charge was correct, and if so, order the train to stop, and if not, he could get another driver, for such a man would be unsafe with to follow closely or cross another train, or intelligently understand the despatcher's orders. It is altogether probable Mr. Luttrell did satisfy himself that Mr. Davis was fit to run his engine, for if it was otherwise, he himself would be culpable for allowing him to proceed; not only so, but there is evidence of the most positive character that he was sober, and that he was not the reckless driver. The distance between these two Stations, and the time made on the occasion, as taken from the Station Car Records, gives him a rating of 37 miles per hour, certainly not a very dangerous rate of speed, over a good road. I am informed this train frequently makes that time over that piece of road. Everybody knows that when a train is behind time, where the road is safe, it runs faster than their regular rate, and a much higher speed than this is attained. The English mail train on her last trip made the distance from Halifax to Truro at the rate of 60 miles per hour, including stoppages. Is it not possible there were some parties on that train, other than train men, who were under the influence of liquor, and that the lightning speed of the train, or was it something else that made these men's brains reel? Were the complainants not in the same predicament as the Irishman who blamed the ground for "flying up" and hitting him in the face? It would appear that Mr. Luttrell is vacillating in this matter and wishes to truckle to political influence. It may be he anticipates Mr. Donville will soon be Premier of the Dominion, and he wishes to be on the safe side. Has not Mr. Luttrell the moral courage to protect his men against false accusations? Is not a sad spectacle that a Superintendent of so great a public work has to send the evidence of such policy to the Montreal for publication? Truly the public may say he is the cat's paw for Mr. Biggles. If only one tittle of the evidence was against him, he would be ready enough to sacrifice one of his own to the altar of public whims. It is to be hoped Mr. Whitney, the Mechanical Superintendent, who has charge of the drivers, will stand by his man, give him a clean sheet and re-instate him. FAIR PLAY.

Moncton Letter.

Hon. Peter—Fast Driving—Robbery on I. C. R.—I. C. R. Discipline, &c.

A good story is told of the Hon. Peter Mitchell, who was removed from the North the other morning bound for St. John. The train was behind time, and just as it came into the yard, the St. John train left. Hon. Peter wrathly when he learned that the train was not detained to take the Northern passengers. He at once sent word, peremptorily to Mr. Luttrell that he was there and wanted him. In a few minutes Mr. Luttrell arrived. Said he: "Mr. Luttrell, I want to go to St. John at once." The Superintendent ordered out a special, and in a few minutes an engine and a pullman car backed into the Station. Hon. Peter was about getting on board when he observed that four or five persons were refused admittance to the train. Said he very politely to one, an old woman, "Where are you going?" "Sussex, sir." "Get right aboard, ma'am." "Where are you going?" to another. "Annapolis." "Get right aboard." "And you?" "Pictou, sir." "Get right aboard." "And you, my dear," said the Hon. Peter, gallantly to a young girl. "Salisbury, sir." "All right, get aboard, my dear." After the Hon. Peter had seen them all about, and thus dispensed the hospitalities of the I. C. R., he jumped on himself and sang out to the conductor: "Now, get along with your damned old train."

Audrey Davey suspended for running

at dangerous speed between Ashol and Macanac (4th ult.), and being under the influence of liquor has always been considered one of the most reliable drivers on the line. The conductor and others on the train state the time was eight minutes less than five. It is also whispered that the gentleman who made the charge was returning from a little excursion themselves and not one of them are known to be a Grand Worthy Patriarch, and they may not have been just in the mood to sit in a total abstinence. The train was not very light one—no load to steady her—and she naturally swayed a good deal at a very moderate speed.

On Saturday night Conductor

Albanian, while on the Truro Express bound North, pulled out his pocket-book and went to make change for a couple of men, he dropped the seat beside him, and being very hurriedly called to the door, and his attention distracted, he left the book on the seat. The men got out and with them the pocket book. It contained about \$80.00. The men are reported to have returned the book to the station masters, conductors or bosses about the workshops, must observe that they do not mean to return the book to the station that he has a hazardous way of doing everything, born of want of forethought and foresight. The Watchman and Times are, however, quite wrong in making Mr. Luttrell the source of the evil. He has no power at all. No matter how often he has been told, he cannot do better than to pay off the man who has committed the crime, and let it go. No matter what act of merit an employee may perform in a moment of danger, Mr. Luttrell cannot reward him. All the power is in Mr. Beylges' hands, and Mr. Brydges is Montreal nine tenths of the time. Thus there is no swift power to do sure reward. How different under Mr. Carvell's management. That man was most thoroughly conversant with every detail of the work; he gave it his personal supervision; knew just what ought to be done, and every man on the line was held on to the point, because Mr. Mackenzie has to pay off Mr. Brydges for his services.

From Botsford.

A horse race took place a short time ago between E. A. Welch's "Digger" and a horse owned by Jos. Wells. "Digger" won easily in two straight heats.—Cape Tormentine Railway is the all-important topic of conversation, about 12 passengers passing daily to and from P. E. Island.—The celebrated Tom Allen has a licenced tavern (the Island Home), where a man can obtain a substantial meal, a clean bed, and be nicely entertained by the host.—The reputation of Counties and municipal principles are very popular here.

WESTERLAND COUNTY COURT.

R. Barry Smith, et al., vs. Henry T. Stevens, occupied two days. This was an action for the recovery of attorney's fees and other services, defence was set off exceeding the plaintiff's demands. The amount obtained by plaintiff was \$51.64, and the defendant was ordered to pay \$156.35, as alleged. The Jury found for the plaintiff for \$4.80 and certain items of the set-off paid, being, in effect, a verdict for about \$29. Knapp for plaintiff; Hanington and G. Gilbert for defendant.

The Court then adjourned sine die.

The Ontario Government has been sustained by 41 to 29.

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