

## 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 knothed 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 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 Ch'town Patriot says:

It was to repair her steering apparatus that she was delayed in Ch'town harbor four or five nights of late. In any time the Winter Boat ought to have made her way through such a pie-crust as that! We are sorry for Mr. Sewell, but we do not like to hear him whine "It was not my fault, sir," when he does not know whether it was or not. We repeat he should have stuck by the ship.

The Montreal Witness says:

The question as to which form of ice is best adapted to open a passage through field ice, is still debated. Mr. Sewell's idea is the reverse of that carried on in the Pierpoint, 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 "spongy" layer, 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 dreaming men, and look to the fact that 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 Bay St. Lawrence to Cape Traverse, is a far more important 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. The Cape Tormentine 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. It is a fact that the 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 the winter, later in the Fall and earlier in the Spring, than the ordinary steamer. But crossing in ice boats at the Cape for a considerable part of each winter will, we believe, be the mode of travel for all time to come, or until the Straits are tunneled, or bridged over, or some other equally wonderful is accomplished. In view, therefore, of the fact that in all human probability, our mid winter line of 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 the Branch Railway—the one from our main line to Traverse, the other from the Intercolonial to Tormentine.

The people of Sackville, Botsford and Westmorland 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 Westmorland 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. Mutser and Irving, "the brave men at the Cape," have for many years carried passengers and mails with great regularity and success, although they have been treated

by the Government in the most begrudging style, while thousands of dollars are squandered on useless experimenting. These men ought to be encouraged in such a manner as will enable them to keep larger crews, and thereby work larger and safer boats, affording some sort of safety as well as comfort in rigorous stormy weather. Boat-houses and dry boats at all times are wanted. The Government can do much towards rendering the little ferry of nine miles between the Capes safe and easy by affording them men proper assistance.

## 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 at 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 Times suspects that Mr. WALLACE is intent upon stealing the credit for building the Railway—that he is committing a sort of Grand Larceny of the honor of the thing. But the Times omits one material point in its indictment, viz: who are justly and truly entitled to and whom Mr. WALLACE is robbing of the credit of this enterprise. Perhaps its own pure innate modesty prevented its claiming the major part of the honor to itself, and distributing the balance amongst P. R. COOK, JOHN LEWIS, MARTIN PALMER, GAUS TURNER and others. Are we therefore to understand that Mr. WALLACE M. P., is guilty of conduct "positively indecent," toward the Times, P. R. COOK, JOHN LEWIS, MARTIN PALMER, &c. et al?

The offense is grave indeed; we would suggest it be dealt with by a Parliamentary committee at the next Session. Probably Mr. Cook would learn with indignation surprise from our contemporary what a deeply injured man he has become through Mr. WALLACE congratulating the people of Albert on the progress of the Railway! The Times with an acute conception of the eternal fitness of things places Mr. WALLACE amongst those other "cowardly assassins and sneak thief blackguards"—Senator McLELLAN, and Messrs. ROGERS and RYAN. Well, we are sorry for Mr. WALLACE; we had hoped better things of him; we later in the Fall and earlier in the Spring, than the ordinary steamer. But crossing in ice boats at the Cape for a considerable part of each winter will, we believe, be the mode of travel for all time to come, or until the Straits are tunneled, or bridged over, or some other equally wonderful is accomplished. In view, therefore, of the fact that in all human probability, our mid winter line of 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 the Branch Railway—the one from our main line to Traverse, the other from the Intercolonial to Tormentine.

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## Westmorland 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 Bulmer:

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, he would lay before them, proffered by private prosecutors, that he would now instruct them with reference to that offense. He read the Dominion Statute, that whoever 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 pretence 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 pretence 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 &amp; Wheaton—R. Barry Smith.

4. Cushing and Clarke vs. Crandall—Holstead &amp; Borden.

5. Smith vs. Scott—R. B. Smith.

6. Holstead vs. Dunlap—R. A. Borden.

7. Doe, ex dem., Reitor, &amp;c., of St. George.

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. Eastern Townships Bank vs. Hanington—W. J. Gilbert.

15. Fawcett vs. Smith—W. J. Gilbert.

16. Fawcett et al. vs. Wilson—A. A. &amp; R. O. Stockton.

17. Gignou vs. Chapman et al.—P. A. Landry.

18. Thomas vs. Gildart—R. A. Borden.

19. Wilson vs. Wilson—R. Barry Smith.

20. Boultonhouse vs. Milner—C. E. Knapp.

21. Trives vs. King—R. B. Smith.

22. Barnes vs. Ayre—C. Milner.

23. Booth et al. vs. Wilson et al.—Holstead &amp; Borden.

No. 3 was taken up and was being tried when the court adjourned.

The following officers of Sackville Lodge No. 20, P. 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.

Howard Crandall, Secy.

P. A. Landry, J. C.

Thomas Cochran, I. D.

William Cuttes, S. S.

C. A. Steeves, I. S.

A. E. Trives, Director of C. J. B. Harris, Tyler.

After the Installation 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 merry dance," till the wee sma' hours of the morning.

Sackville Lodge may congratulate itself upon having so pleasantly spent the Anniversary of its Patron Saint.

The Rev. C. W. L. A. M. Reitor of Sackville, 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 visit, as 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 through some what old may be of interest:

E. A. Welch was unanimously elected 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. Maglash, P. H. Herbert, J. H. A. Ward.

Revisors of Rates: J. H. A. Ward, James Carrol, Clement Bank.

Com. of Bye roads: William A. Blacklock, J. Carrol, J. A. Ward.

Collectors of Rates: Geo. Dalton, Michael Hillman.

Town Clerk: W. C. Murray.

Awards, 40 constables, 40 Surveyors of Highways, 3 Surveyors of Dams, 18 Field-drivers, 30 bomb masters and fence viewers.

REMOVED: L. G. Power, son of P. Power, M. P., for Halifax, will be appointed Senator.

An Allan 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 Athol 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 into the siding until 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 were 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. Now, let us see what the reckless driving. 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, and 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 rating, 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 strong drink, and who were not to be trusted? It was 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 fair spectacle that a Superintendent of so great a public work has to send the evidence of such policy cases to Montreal for adjudication? Truly the public may say he is the cat's paw for Mr. Byrdges. If only one tithe of the evidence was against him, he would be ready enough to sacrifice one employee on 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.

## Moneton Letter.

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

A good story is told of the Hon. Peter Mitchell when he was on 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 was not detained to take the Nova Scotia 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:

"Ma'am, 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 aboard 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."

Audy Davey suspended for running at dangerous speed, between Athol and Maccan on 14th ult., and was 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 Pariah, and they may not have been just in the mood to sit in a total abstinence course.

The train was not to be very light one—no load to steady her—and she naturally swayed a good deal at a very moderate speed.

On Saturday night Conductor Allanham, while on the Truro Express bound North, pulled out his pocket-book and went to make change for a couple of men, he dropped on 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 now on their way to the law.

The Watchman and Times charge the I. C. R. employees with a want of discipline. Any one who talks to most of the station masters, conductors or bosses about the workshops, must observe that they do not make much account of the passengers that there is a big hazard 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 as good a right as any man to the circumstances, but he is terribly hampered. He is anxious that the Railway should be well managed, and become popular; he is expected to do this and that everything, but the fact is he has no power at all. No matter what a man commits, he cannot discharge him. 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. Byrdges' hands, and Mr. Byrdges is Montreal nine tenths of the time. Thus there is no swift punishment, no 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 felt the weight of his eye on his work, and at any moment he might be called to render an account of his services, and liable to be kicked out. Thus his personal interests inspired them to do their "level best."

The Watchman and Times would have Mr. Byrdges to go to the Waterloo, if he had all officers had remained at the gayeties of Brussels, and sent on his men to fight it out alone?

The fault is not with Mr. Luttrell so much as the bad system. And the system is based on the fact that Mr. Byrdges has to pay off Mr. Byrdges for his services.

From Botsford.

A horse race took place a short time ago between E. A. Welch's "Diger" and a horse owned by J. Wells. "Diger" 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.

WESTMORLAND COUNTY COURT.—R. Barry Smith, Esq., clerk. 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 defence was set off amounting to \$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 H. Gilbert for defendant.

The Court then adjourned sine die.

The Ontario Government has been sustained by 41 to 29.

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"THE SUN" FOR 1877.

The different editions of The Sun during the next year will be the same as during the year that has just passed. The daily edition will on week days be a sheet of four pages, and on Sundays a sheet of eight pages; while the weekly edition will be a sheet of eight pages of the same dimensions and character that are already familiar to our friends.

The Sun will continue to be the strenuous advocate of reform and reformation, and the substitution of state-ship, wisdom, and integrity for hollow pretence, imbecility, and fraud in the administration of public affairs. It will contend for the government of the people by the people and for the people, as opposed to government by a few in the halls of the Senate and in the counting of votes, enforced by military violence. It will endeavor to supply its readers with a body now not far from a million of souls—with the most careful, complete, and trustworthy accounts of current events, and will employ for this purpose a numerous and carefully selected staff of reporters and correspondents. Its reports from Washington, especially, will be full, accurate, and fearless; and it will doubtless continue to deserve and to enjoy the hatred of those who thrive by plundering the Treasury or by usurping what the law does not give them, while it will endeavor to merit the public confidence by defending the rights of the people against the encroachments of unprincipled power.

The price of the daily Sun will be 50 cents a month or \$1.50 a year, post paid, or with the Sunday edition added, \$7.50 a year.

The Sunday edition alone will be \$1.20 a year post paid.

The Weekly Sun will be furnished during 1877 at the rate of \$1 a year, post paid. The benefit of this large reduction from the previous rate for the Weekly Sun will be enjoyed by individual subscribers with the necessity of making up clubs.

At the same time, if any of our friends choose to aid in extending our circulation, we shall be grateful to them, and every such person who sends us ten or more subscribers from one place will be entitled to one copy of the paper for himself without charge. At one dollar a year post paid, the expenses of paper and printing are barely paid; and, considering the size of the sheet and the quality of its contents, we are confident that the people will consider The Weekly Sun the cheapest newspaper published in the world, and we trust also one of the very best.

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