The Watchman.

ST. JOHN, N. B., SATURDAY, JUNE 9, 1877

THEIR RECORD.

It would appear that the gentlemen composing the Government of Canada, the orators who speak for them, and the Press which defends them have about decided that it is not advisable to have the Reform Party judged by its professions when in Opposition. They seem to maintain that such professions are not binding. They leave the impression that while a Macdonald Government was fairly assailable on the merits of its administration of the affairs of the country, a Mackenzie Government should trust for its salvation to the demerits of its predecessors. And when they are asked what excuse they can offer for the many acts of mal-administration charged and proved against the "Reform" Government, they treat their readers to long essays on what one Beverly Robinson of Toronto did as president of the Northern Railway Company; and their reply to the damaging revelations of the unconstitutional practices of Mackenzie & Co. consists of little stories about some subordinate in Sir John A. Macdonald's office exacting fees from suitors to the Crown! We have, in fact, a sad lowering of the standard. The flag of "Reform," the principles of "Reform," are no longer flaunted in the faces of the spectators. The total desertion of "Reform" principles is appropriately followed by an utter abandonment of attempts at defending "Reform" practices. It is not well, however, that the electors of Canada should be permitted to forget how far this hypocritical Party has strayed from the course which it had advocated for its opponents or how thoroughly false and fraudulent have been all its solemn declarations in regard to honesty of intention and ability of administration.

The country will not soon forget how earnestly even violently, the "Reformers" in opposition maintained their moral superiority over their opponents; how they repeatedly charged the supporters of the old Government with the crime of office seeking; how they claimed for themselves the possession of sentiments of loftiest patriotism; and how they proclaimed, above all, a most ardent desire to serve their country that they might save it from the fearful fate which it was certain to meet if kept under the rule of their opponents. No one could have imagined that these were the wooings of pestilent office seekers. No confiding person could have supposed that the happy possessors of such patriotic sentiments were other than the very salt of the earth, unless, indeed, he had previously had experience of the value of their protestations. Well, the "Reformers" obtained power, and the Age of Chivalry returned to bless the gaze of a wondering world! Then was witnessed a sight such as is seldom vouchsafed to the sons of men. The "patriots" came to the front in great force. First came the responsible advisers of the Crown. In the most patriotic spirit they appropriated to their personal use certain permanent offices, such as Judgeships, Collectorships, Governorships, far beyond the reach of the people, with salaries ranging from $4,000 to $10,000 a year, until of the thirteen gentlemen who were sworn in, as it were, but yesterday, scarcely five remain, the remainder of the patriotic band being scattered from Fort Pelly to the port of Halifax. Then there were the patriotic private members of Parliament, who could not be Ministers but who became "the next best thing" possible, to wit, Government contractors, speculators in town lots to be improved by public works, "missionaries" to Britain, British Columbia, Australia, the United States, etc. Next came the patriotic editors, the list reaching from Halifax to Sarnia, who incontinently fled from their "post of duty," taking refuge in Postmasterships, Senatorships, Ottawa Clerkships, Collectorships, and other paying "ships," *ad lib.* And still, according to the latest special telegraphic advices on the subject from Ottawa, there were "one thousand applications for office on file in the Departments!" The patriotism of these worthy "Reformers," from the highest to the lowest grades, has been such that notwithstanding the [illegible] which had for its subject the allotment of offices to Irish Catholics in return for support given at the polls! It has been proved that these patriotic, self-denying, public spirited gentlemen have practised official intimidation in all its various forms; made a vast plunder field of the governmental preserve; entered political life simply to enrich themselves; have used the Government influence to promote the interests of relatives and associated business houses; and have, in short, in their own sanctified and patriotic style, illustrated every form and feature of political, official and personal corruption and thus shown how deeply rooted, how holy and sincere was their outcry against the corruption of their opponents.

Still another feature on which these devout and devoted statesmen plumed themselves was their entire ability to comprehend the public interests and administer the public's affairs. Their opponents had been merely stupid blunderers, but *they* were the synonym of administrative talent. Sir John and his colleagues, with all their experience, could not hold a candle to the heaven-born financiers and heaven-sent Ministers. We were to receive, for the first time in the history of Canada, an illustration of the difference between amateurs and professional statesmen! And truly we *have* witnessed the difference. We have looked upon some grand exploits. We have been awestruck at the diligence and dexterity shown by "Reform" M. P.'s and Senators in feathering their own nests through the agency of the Departments. We have stood amazed in the presence of such brilliant feats of economical and financial administration as was exemplified in the Steel Rail Purchase by which, at a single stroke, the country lost over a million and a half of dollars, a brother-in-law's firm reaped a rich reward in commissions on purchase and freightage, a Commons supporter found his steamer profitably employed, and many others who were "loyal" friends found ample and substantial comfort. The bold financial strokes of a Cartwright, operating on the London money market at a heavy loss to the people of Canada and a profit to London capitalists, have been sufficiently dazzling; but they scarcely compared with the exploits of a Minister who built Pacific Railway works at a distance of 100 miles from the Railway itself, and Pacific Telegraph lines over a route which the Railway was never likely to follow; who paid $51,000 in 25 acres of wilderness land on Lake Superior, worth $8 an acre, but to male and female friends of the correct political persuasion, of course; who wasted $40,000 to $80,000 on the Georgian Bay Railway for the benefit of a friend of McMullen, who helped to work up the "Pacific Railway Scandal;" a Minister who finally, when driven to the wall, sought refuge in the statement that really after all his subordinates managed everything and he practically knew little of the whys and wherefores of many millions of public expenditure.

We are safe in affirming that if the Plagues of Egypt should be regarded as heaven sent, the reign of the Grits should be included in the same list of blessings or afflictions, as the political temperament may suggest. Nearly every department may be treated as a separate plague. The Customs, with its frivolous but vexatious interferences, has been the very perfection of a plague upon the land, say a plague of lice. The Inland Revenue, with its burthensome Weights and Measures regulations —these the exclusive preparation of the present Government,—has proved to many worse than the plague of frogs. The universal darkness which has prevailed since our present rulers assumed control is even worse than Egyptian darkness: it is crushing to the hopes, the means, the energies of many thousands of our population; and for this the Departments jointly are responsible. The similitude might be traced throughout the entire Governmental fabric, and each separate plague of old find its counterpart in the misery which has followed "Reform" rule. Of course, according to "Reform" theories, this was just what was to have been expected, since everything that has been done, everything that has happened, has been perfection itself. "Reformers" assure you with the blandest smile and the happiest expression that nothing could have been better suited to the people of Canada than the results thus far achieved under Grit rule. Their Party has governed admirably. The country is content. There is no "re-action." And were it not for the Secret Service business and the Northern Railway Company's matters, there would really be nothing worthy of mention in the political condition of Canada! Doubtless, it is this abiding faith, this incapacity to grasp the consequences of their acts, which prevents the Grit leaders from committing suicide when they look upon the near approach to ruin which their four years' rule has brought upon the people of this Dominion.

MANAGEMENT OF CORPORATION PROPERTY.

The Corporation style of managing property is seen to perfection in connexion with the New Market premises. The Messrs. Godsoe offered this spring $800 a year for the two shops on the north side of the Germain street entrance. The Market Committee refused to accept. One of these shops has since been let at Public Auction, to Mr. X. Perry for $300.10 (that extra ten cents cost the city rate-payers just $10 to secure.) The other shop remains unleased up to this date, but the Committee are offered and will probably accept $325 for the remainder of the year. There is, therefore, a dead loss to the City, on this transaction alone, of at least $175, and there may be more.—The changes in the arrangement of the butchers' stalls and the produce tables in the interior of the building will entail a further loss of several hundred dollars, exclusive of loss of revenue through the time spent in making the changes. The Committee also erected water closets right out on the street on the north side. These are public nuisances and liable to be indicted at any moment; —should the attention of the Board of Health be called to them they would have to be removed at short notice. It is probably, however, in the Committee's and the Corporation's determination not to allow any of the private property lying along North and South Market streets to be used, that the folly of the Corporation seems most conspicuous. At a time when there is a universal outcry against the extent of civic taxation, the Corporation, also, no doubt, by its Market Committee, absolutely refuses to receive revenue from parties who would cheerfully pay for the privilege of using their own property fronting on these streets. There are probably a dozen owners of lots fronting on South Market street, who would cheerfully pay for the privilege of opening or erecting business stands on that street. On North Market street the land is controlled by two persons, each having about 150 feet of valuable frontage on this street. To all these persons, and over all this valuable property, the Corporation, pursuing a "dog in the manger" policy, refuses absolutely to permit the slightest use of land which has always been exceedingly valuable. The parties concerned were taxed like other citizens to build the New Market; but it would seem that while in every other part of the city contiguous property owners are permitted to receive any direct or indirect benefits which may result from Corporation improvements, these are to be shut out. The Corporation will not even accept pay, in the form of a yearly charge per foot, from these property owners, but prefer that one side of each of these streets shall be a sealed book, that no improvement shall be made in the shape of handsome stores, warehouses, etc. They can control the character of such establishments when opened; they can refuse, if they wish, license to meat shops or bar-rooms, or other shops which may interfere with the Market revenues or be adverse to the public interests; but they will do nothing. They simply stand still; they block the way to all [illegible] either side of the Market and re- [illegible] an exhi- [illegible] sale of the privilege of entry, the Corporation still refuse to accept the revenues which may be obtained in the form we have indicated. We are well convinced that the rate-payers differ from their representatives in this matter.

WHAT ARE THE FACTS?

The Railway official who telegraphed to the St. John *Globe*, in reference to the recent collision which occurred between Athol and Macean, that it was a petty affair, "the damage trifling," appears to have authorized the *Telegraph* to deny that the train despatcher at Truro, who was directly responsible for the accident, had been overworked, and the *Telegraph*, although so frequently deceived before, countenances this fresh deception. The facts in the matter ought to be easily reached. A few leading questions ought to elicit them. Was Mr. Boggs doing the work of several persons for some days before the accident occurred? Had it not been usual for at least two persons to be assigned the duties which, for four to six days prior to the accident, had been thrown on Mr. Boggs solely? And if so, was this not an improper state of things to allow the train despatcher's office? Was it not likely to result in just such consequences as have been witnessed in this case? An emphatic Yes is the true and only answer to be given to each of these queries.

But, say the *Telegraph* and *Globe* in chorus, Mr. Boggs himself does not assign overwork as a reason for the accident. These two papers have, doubtless, been instructed from the same official source to make this suggestion, not so much, we believe, in the way of information for the public as in the direction of a hint to Mr. Boggs. The *Telegraph*, at the same time, "hopes" that Mr. Boggs, although he can not be permitted to act as train despatcher again, will be continued in the Railway service in some other capacity. Now, let us put "that" and "this" together. Here we have an attempt at what we may call "moral intimidation." Mr. Boggs is a railway official, dependent, no doubt, on his salary for a livelihood. He is wholly at the mercy of the Government Railway authorities. If dismissed by them in disgrace he can find employment on no other railway in America. He commits a blunder which comes to the knowledge of the public. It is believed that he was not alone to blame. It is known that he has been overworked; that the grossest inefficiency and neglect of duty have been manifested by his superior officers in certain matters connected with his duties. But these superior officers have determined that Mr. Boggs shall shoulder the blame exclusively, that *he shall shield them*, and that he will fail to do this at the peril of his living and the support of his family. Two "independent" newspapers are accordingly inspired to instruct this man as to how he shall act and what he shall say, and what not say, and one of these "independent" journals is instructed to add what amounts to this: "If you do what we wish you to do, you may get some other employment on the railway." Such is the honorable employment in which our journals find themselves engaged in this Year of Grace, 1877, and such the methods adopted to cover up the scandalous management of the Railway. A single statement, however, is sufficient to overthrow their airy fabric. It can not be denied that Mr. Brydges, on learning the facts relating to the overworking of Boggs at Truro, rated Mr. Luttrell soundly for his neglect to provide a sufficient working staff. Further: We stated last week that a state of things similar to what had been going on in Truro existed in Moncton during the same week. This has not been denied. We believe that the inefficiency of the management is such that the authorities are finding it difficult to get persons to undertake train despatcher's duties at Truro and Moncton. There have been not less than four changes at Truro in a few weeks, and it is known that an officer who was brought down recently to act at Moncton would not remain. While this goes on there is no lack of figure-heads or other railway ornaments, drawing $2,000 to $4,000 a year and doing comparatively nothing.

CUSTOMS "REFORMS."

One of the Grit methods adopted of swelling the Customs revenue and proving that we have now a terribly energetic Minister at the head of the Department was beautifully illustrated a few days ago in the town of Chatham, Ontario, where the victim who was pounced upon was no other than Rev. Josiah Henson, the original "Uncle Tom" of Mrs. Stowe's celebrated novel. The London *Free Press* says:—

Uncle Tom (the Rev. Josiah Henson), who had but recently returned from his trip to England, appeared in the streets there wearing a gold watch which had been presented to him by friends in England, whose names were engraved along with the usual inscription. A customs officer stepped up to him and, seizing it from his person, had it valued by a dealer, and collected from Uncle Tom $17 as duty upon its importation.

Uncle Tom during his English visit was the observed of all observers; the Queen gave him audience, and he was made much of by the people generally. Had he known the fate in store for him, or rather for his watch, he might have added a new chapter, distinguishing between American and British slavery. Doubtless, public sentiment will compel the Department of Customs to refund the $17 which it has virtually stolen from the old man; and in so doing it will set an example worthy of imitation at other ports of the Province. Here in St. John the importers of musical instruments have been robbed under the very nose of the Minister of Customs and by virtue of an act of his own preparing, through an arbitrary over-valuation which is proof against affidavits and the most incontestible evidence of the real values. Here in his own constituency merchants have been called upon to pay duty on petty little salt bags, a dozen of which are not worth five cents, as well as on the salt which they contain; on the kegs in which soda comes to the grocer; and on many other packages which are absolutely worthless to any one. Epps' Cocoa comes prepared with a slight admixture of sugar; so the Department declares it is not cocoa but *confectionery* and taxes it the highest duty! Scores of similar vexatious interferences with trade might be cited; indeed, there is scarcely a merchant in Canada who can not contribute of his experience to the long list of obstacles which the last three years have seen laid in the path of the mercantile community. We all understand that the object is to show what a wonderfully energetic Minister now presides over the Department, how well he compares with his predecessor, and what great things "Reform" may ultimately accomplish; but we also know that there never was a time when *espionage* was so rampant, when the Government so colly undertook to manage the business of our merchants, and when commerce was so shackled by Government interference and placed at the mercy of Government officials.

RATHER A GOOD STORY is told about the economical way in which the Inter-Colonial Railway authorities purchase nails. It is said they sometimes decline to buy in St. John from first hands, but when nails made in St. John are sent to Halifax they are purchased there for the I. C. R. at a higher figure than the Railway was offered them by the St. John makers. This is an excellent arrangement when both maker and middleman happen to be friendly to the Government: each secures a profit and there is satisfaction all round!

MR. ANGLIN made a hit the other day in his Tracadie speech when he told his constituents they ought to be proud of him. We think so too. And not merely proud of him for his talents and for what he has done for Gloucester but for what he has accomplished for himself. When did that rural constituency ever have a representative who, although not a Minister, has so well looked after [illegible] interests as to handle in three years for his [illegible] $20,000 of the public monies? [illegible] ought to worship him! [illegible] they may never

THE PENITENTIARY.

Matters in this institution do not appear to move smoothly. Although it is assumed that a vigilant eye is kept on all prisoners, it appears that one of the convicts retained or secured possession of a knife with which he attacked one of the keepers, endangering his life. In the scuffle, other convicts gathered about the two combatants and, had it not been for the appearance of "Mr. Duff" with a revolver, there might have been a sudden death to chronicle. When the affair was over, the knife, which the convict had dropped in the struggle, was missing, and, no doubt, it remains in the possession of some other convict and may yet be used to do more deadly execution than was possible on this occasion.

In reference to the mechanical arrangements of the Penitentiary, a correspondent, writing us last week, stated that manufacturing was nearly at a stand still. At that time: "Mr. Perrie, the engineer, has been sick for three weeks; a convict for life is driving the engine for all the machinery. The boiler has given out; can't stand pressure enough to drive the machinery required to carry on the business or run the engine. All the pressure of steam that can be carried on the boiler is 40 lbs., not enough by one half to drive the engine and other machinery attached, and in consequence one half of the prisoners are unemployed for want of power. Mr. Perrie condemned the boiler as unsafe eight weeks ago, and made reports to the Government to that effect five weeks ago, but has received no answer as to whether they will get a new boiler or repair the old one. There are no orders for brooms or pails at present, and the institution is completely overstocked and needs new machinery to keep the prisoners employed. The style of making pails is old and played out; they are too heavy and clumsy; the brooms are the same, and can't compete with Yankee in style and lightness. There is nothing doing in the lower department, where the blacksmith's forges and turning lathes are, on account of Mr. Perrie's sickness. There is no mechanic to take his place. None of the keepers, so far as I can hear, understand machinery of any kind; they don't know how to keep the kind of machinery now in use here in working order, and as a consequence the institution is constantly going behind-hand."

We fear there is only too much truth in our correspondent's statements. It is to be hoped the Government have decided by this time as to whether they will supply the institution with a proper boiler and in reference to keeping the prisoners fully employed.

RAILWAY DISCIPLINE.

They have an extraordinary style of maintaining discipline on the Inter-Colonial Railway. Officials may violate the regulations ten times with impunity, but if an eleventh violation occurs trouble comes. As the Moncton *Times* points out in an article which we have copied, the blunder for which the Truro train despatcher has just been punished was done with impunity many times over. It does not appear to have been his negligence which called down punishment on his head but rather the fact that the public, through the frightful accident which resulted, were made aware of the official liability to blunder. This week has given us another example of the tremendous impartiality (?) of the Management. Conductor Thomson has been suspended for running on another train's time. It appears that Thomson was waiting at Dorchester station on Saturday morning with a special train to allow No. 5 going West to pass him. He had been running day and night for a week and was used up; so when he arrived at Dorchester he went into the station and fell asleep and slept some time, and when he woke up he hurried off with his train for Moncton. At this time No. 5 was on the wharf at Dorchester, a mile or two below the station, but Thomson did not know this. The trains are all under the control of the station agents when at stations, and it was the duty of the Dorchester station agent in this case to have drawn the semaphore and stopped Thomson's train from proceeding. Thomson, however, was permitted to leave, and did leave, for Moncton on the time of No. 5, and has been suspended for so doing, but no one else has been called to account in the matter. Thomson certainly did wrong, and the station agent also seems to be blameable, if we understand the railway rules and regulations. The authority given to station agents over trains, and the erection of the semaphores, are clearly intended to prevent just such hasty action as Thomson's, in his half awake condition, appears to have taken, and why he alone should be made to suffer is a mystery. The facts which we give show a very loose and reckless style of working railways.

A REPORT has got out on the street to the effect that several printers who were asked to tender for Inter-Colonial Railway printing, sent in their figures in good faith; that on the tenders being examined they were all passed over and the work given to the proprietors of the *News* (who did not tender at all) at the figures for which the others offered to do the work. Will some of the Railway organs,—the *Telegraph* for instance,—rise and explain? If the report is correct, the *Telegraph's* defence of Railway Management has gone for nothing, and the *News*, which would not defend the Management, pockets the loot! On the whole the *News* rather out-generals the *Telegraph* in these matters, the truth being that the *Telegraph* holds itself too cheap.

We have always held ourselves ready to admit that a sufficiency of job printing would console the *News* for the non-presentation of the magnificent ticket "Willis and Burpee" to the electors of St. John County; and if it be a fact that the Government are showering public printing on the *News* establishment we begin to understand what Mr. Burpee's friends mean by talking of Burpee and Weldon. If Mr. Willis is to be dropped, look out for heavy printing and advertising bills. The country is bound to suffer.

APOLOGIES.—The *Evening Globe*, to avoid the expense and inconvenience of a libel suit, and as an act of justice to the Chief Superintendent of Schools, publishes a complete retraction of an injurious statement which appeared in certain correspondence in its columns in March, 1876. The statement charged that the Superintendent was "annually making immense sums by selling to publishers the right of printing" school books. The *Globe* expresses regret for publishing the statement, and alleges that it did not intend to endorse the statement, and that it knows of no facts which warrant the imputation and has no reason to believe that any such facts exist. Now, what about the suit which the *News* announced that one of its proprietors would bring against the *Telegraph* for libel? Where is that suit? And why isn't it prosecuted? Were the injuries sustained not so serious as was imagined? Or has the I. C. Railway indemnified the *News* office for its lacerated feelings by a liberal plaster of job printing?

SOME STRANGE SCENES occur on our Government Railways occasionally. A correspondent, whose favor should have appeared last week, writes that in the previous week "a disgraceful scene occurred at Spring Hill Station. Train men, station men and others enjoyed a free fight. The train men being sober came off best. Uncle Dan quieted matters after a time. The passengers enjoyed the fun immensely. But would it not be more pleasant if Luttrell or Brydges would keep sober men —men who would not drink and get drunk and cause such scenes?"

—MR. BRYDGES was at the Theatre last night, and was very much affected at King Richard's want of sleep. He hears a voice of a Train Despatcher constantly whispering in his ears—

Sleep no more, sleep no more,
Macbeth hath murdered sleep.

—*Halifax Herald.*

☞ *Send the name of "the man on the Northern Division."*—ED.

FASHION NOTES.

True to our word, we open this week with

CHILDREN'S FASHIONS,

and find in so doing that the subject is very largely a repetition of fashions for older people. Little boys, it is true, continue to be quite distinct from their elders in the style of their apparel; but little girls with their polonaises, basques, overskirts, Breton costumes, etc., are very often simply condensed editions of their mothers or grown up sisters. A critic in a neighboring paper commenting upon this similarity, or more properly reproduction, complains that it is absolutely injurious to childhood and that to it may be attributed much of the pertness and precocity which distinguishes a great majority of the younger members of the present generation. That the children of to-day are pert and precocious he establishes as a fact beyond contradiction, and thus, as the effect must have a cause, he falls back upon the manner in which the poor little victims are dressed,—a theory as absurd as it is improbable. Time, space and the fitness of things prevents our entering into an argument just here, but certain it is that we can perceive no more necessity for a child becoming forward and unchildish because she wears a polonaise, a lilled skirt and a hat like other little girls, than if she wore a bonnet, a cape and a long full gown like those of the children of thirty years ago. To dress a child fashionably and fitly, to give her a variety of dresses, and these, if simple, still neat and stylish, cannot by any possibility harm her; while on the other hand, a little girl subjected to the restraints which our critic afore mentioned would impose, and made, with an eye to her future good, to look old-fashioned and consequently queer, is just as pitiable as the painted jack-daw of the fable and can hardly fail to be rendered awkward, conscious and, very probably, morbid. Taking this view of the situation and at the same time returning to our "*mouton*," we have a hearty admiration for the children's fashions of the present day and the artistic manner in which adult dresses are so simplified as to seem expressly intended for the very smallest girls.

Butterick, Demorest and Harper's Bazar are rich in patterns for small polonaises, Princess dresses and Breton suits, but the greatest novelty and the one most peculiarly adapted to childhood is the

"FISH-WIFE'S" COSTUME,

a picturesque reproduction of the dresses worn by the Scottish fish-wives. This fashion, as a fashion, has had its origin in the fact that the two little daughters of the Prince of Wales were lately presented with such costumes and wore them so delightfully as to instantly establish a precedent which has been adopted most enthusiastically not only by the youthful country women of the little Princesses, but by Americans as well. Great attraction and permanency is given to a fashion which begins with a pleasant association, and thus it is to be supposed this miniature fish-wife's dress will be one of the leading styles of the present summer, as, indeed, apart from its royal origin, it is a very simple, unique and becoming fashion for any little girl under or in her early teens. The entire costume consists of a blouse waist, a skirt, an apron, deep cuffs and collar, and at the back a belt or bow. Of these the blouse is of serge, box plaited and with coat sleeves. The skirt is also of serge with the lower part turned up and fastened to position, so as to appear as if lifted for temporary convenience, as the *bona-fide* fish-wife's dress is no doubt lifted when fording or wading one of her native lochs or firths. The apron, which is of striped cambric, has its lower edge turned up on the outside and joined at each end, and also stitched down through its middle so that it serves to form two pockets. It is in these pockets that the fish-woman deposits her merchandise and from them she draws them forth for sale. The deep cuffs and the collar with long pointed front and a square back are also cambric, and these with the apron can be removed when at all soiled, two or more cambric sets being generally furnished with each blouse and skirt. A belt and a ribbon or cambric bow at the back adds prettiness to the suit, even while it may in a measure detract from its consistency with the implied model. In

POLONAISES

for misses or young girls, and also in Princess dresses, the fashion of buttoning at the back does not seem to diminish in the least. Sacques and other loose outer garments are generally fastened diagonally, but for ordinary house or school dresses it has been found that the mode of buttons at the back, and it may be hows up the front, is not only one of the prettiest, but also the most convenient and becoming which a little girl can assume. Box plaitings at the back of the skirt are also still very popular, almost every second model in the fashion books being completed in some such way. They are certainly a very graceful way of finishing a little dress, and when the material chosen is some soft fabric, such as the pretty *de beges*, so greatly in favor at the present time, the kilting is very easy of adjustment. Wide sashes are generally added, but many of the new plaited dresses are so neatly and elaborately finished that a sash is hardly a necessity.

As

COLLARS AND CUFFS

not only for little girls, but for boys as well, the favorite style is Irish lace, the collar being very deep and round, and the cuffs turned up over the sleeve. For every-day wear linen may be made in the same shape and trimmed with Hamburg edging, or, if greater novelty is desired, Smyrna lace, with the intermixture of color, which is being introduced.

Of infants clothing and

CHILDREN'S PERCALE AND CASHMERE SUITS,

one of the best assortments we have yet seen is shown at Messrs. James Adams & Co.'s. Very pretty little white dresses elaborately trimmed may be bought at any price, from one dollar and a half upwards, while those in cashmere braided with silk braid are from two to five dollars, little cape included. Messrs. Manchester, Robertson & Allison also include

BABY'S OUTFITS

among their many specialities, and, speaking from what we have seen, we might say that no bridal trousseau could be more perfect in its way than some of the orders for infant wardrobes executed in their establishment. The cost also is not very much greater than when the mother undertakes to busy and fashion for herself, while the care and trouble is immensely diminished. Mr. Manson, too, has some very pretty suits for girls, especially in linen, which material is about the most appropriate conceivable for the coming season.

Among the children's dresses of domestic manufacture about the prettiest models we have yet seen were shown at

MRS. BLANCHARD'S

during the past week, one being a little Princess dress in grey silk, another a small Breton dress and yet another a polonaise and skirt of the new Madras cloth. They were each, as Mrs. Blanchard's dresses generally are, the very perfection of neatness; but we confess to being even more interested in some grown-up dresses shown us at the same time, of which one, and perhaps the most stylish, was a

SILK BRETON COSTUME

in something of the mode shade and trimmed with galloon and ecru silk fringe. The skirt, which was a demi-train, was trimmed with flounces alternately shirred and knife-plaited, and also two rows of the galloon, which, by the way, was a stone color ground with arabesques in pale cream color. The overskirt and basque were each the ordinary Breton shape, with knife pleatings and galloon as an edging, and surmounting these, a row of the fringe afore mentioned. The buttons were mother-of-pearl and very numerous, being not only on the front of the basque but also on the cuffs and pocket. The pocket was suspended by two rows of the galloon, and the square back of the basque trimmed with it in so extensive a manner that we were not surprised to learn that sixteen yards and a half had been required to trim the whole dress. This, of itself would be no small item in the sum total of the cost; but waiving the subject of price altogether, it was a very handsome dress when completed, though none too handsome for its wearer, as those who saw the dress and the wearer on and in the belle of "Our Boarding House" will testify.

Next to this upon MRS. Blanchard's table was

A VERY ELEGANT BLACK SILK

also made after the Breton pattern but without an overskirt. On this the trimmings were satin, and although we have an ancient prejudice towards silk and satin combinations, we confess that in this instance our prejudice was entirely disarmed, while the front of the skirt was so fully trimmed with folds of the silk and pipings of satin that the omission of the over skirt seemed desirable rather than otherwise. There is never very much field for description when speaking of a black silk dress, but certainly it is no exaggeration to say that the one in question was among the most stylish we have seen this season.

After it and lastly in our catalogue was

A PRINCESS ROBE

of sage green brocade, trimmed with a paler shade in gros grain, arranged in rose leaf pleatings, shirred flounces and narrow frills. This also was a very handsome dress, as indeed however much it may be worn, and however extensively it may be reinforced by other fashions, no more elegant model for an expensive dress could be desired than this prime favorite, the Princesse robe. It is one of the most stationary things conceived by fashion for a long time and, no doubt, all the slender young ladies whose charms it so ably second, pray that it may remain so still longer. A pretty figure never looks to better advantage than when attired in a Princess dress, unless it may be in a riding habit, apropros of which latter we are reminded that we have been asked several questions which we faithfully promise to answer in our next. Bathing dresses also shall be attended to though we should think that the actual use of such dresses is a thing only to be looked forward to.

OUR BOOK TABLE.

RECONCILIATION OF SCIENCE AND RELIGION, by Alexander Winchell, L. L. D. New York: Harper & Bros.; St. John, J. & A. McMillan.

Dr. Winchell, who is a scientist of excellent reputation, and a man of extremely liberal views, will do much good by the publishing of books such as the one before us. He has made the subject of religion and its connection with science a study for many years, and now that his mind is fully made up, he gives us the result of his thought in a very lucid and sensible style. He tells us that he has been moved to write and that his book is a simple record of his honest convictions. He believes in the unity of truth and in a reasonable religion. Reason with him is the only criterion of truth. Our religious faculties must be served by cognitive forces. Religion is spontaneous, but its principles must be reasoned out and its premises carefully considered. Science and religion, to hold their own, must be in exact harmony with each other. The author seems inclined to accept the doctrine of the derivative origin of species, a doctrine which is fast gaining ground despite the violent opposition of the unthinking and unreasonable. The book is written with a good deal of power and while the author makes out an excellent case from his standpoint in the several papers of this volume, we cannot in every respect thoroughly agree with him in his reasoning. The book should be read carefully by thoughtful persons, as there is much in it that is helpful and instructive. And for those who would learn of the exact relations between science and religion, the book is an unanswerable opponent. The author's style is quite good, not quite so popular as we would wish for the general reader, but simple enough, perhaps, for those who read works of this class. An immense mass of valuable information is to be found in the volume and in many respects this Reconciliation is a remarkably able book and the views it holds cannot fail to attract the attention and consideration of many of the higher class of readers.

THE "VEST-POCKET" series of little books which Messrs. Jas. R. Osgood & Co., of Boston turn out with such regularity from their model printing house, are becoming universally popular with all classes. Their convenient size, legible print and standard contents commend them alike to the traveller and the reader who does not travel. Four more additions to this really valuable set of books have just been added. These comprise first Mr. Emerson's three delightful essays, Love, Friendship and Domestic Life, which exhibit the great philosopher and poet in his richest mood and display a gorgeousness of expression quite his own. Then we have James Russell Lowell's two principal papers from "My Study Windows," entitled "My Garden Acquaintance"—apropos at this time—and his ever fresh "Good Word for Winter." Both papers reveal Lowell's peculiar humor and charming gusto and style to the life. The Elegy in a Churchyard, handsomely illustrated, and other poems of Thos. Gray are contained in the third volume, and in the fourth volume we have those grand, ringing lays of Scottish cavaliers by Aytoun, which will never be forgotten while a Scotsman lives. The very cream of these wonderful and spirited lays are in this booklet, and the four volumes taken together show a splendid selection from the very flowers of literature. These books sell at the trifling price of 50 cents each, and no one who loves good reading should fail in possessing one or all of them.

The Belfords of Toronto have issued in good shape a little book destined to have an enormous sale. It is Dame Europa's Remonstrance and her Ultimatum. It is framed after a *brochure* of the same type by the same author published a few years since, called "Dame Europa's School. While not so good as the latter, it contains some telling points. The author administers some severe rebukes to the monitors of the school and gives excellent advice to the great powers of Europe. He seems to think that the British Government could have averted the present Turko-Russo war by a little firmness before hostilities began, and he is especially hard on Disraeli. The book is ingenious and may do good. The Canadian publishers have the exclusive control of this pamphlet in British America, and as the book is timely and interesting a very large edition will likely be sold out in a very short time.

MAR'S WHITE WITCH—a novel—by G. Douglas. New York, Harper & Bros.; St. John, J. & A. McMillan.

This is a very interesting and clever story. The author possesses a good deal of force which he seems to hold in a sort of reserve and we are continually expecting something from him which never comes. He has contrived to invest his characters with real interest, not to say genius. The construction of plot and incident show a vast amount of talent, and the conversations of his personages are never prosy and dull, but bright and attractive. This novel is one in a hundred. Its merit is in its character-drawing which borders, as we have said, close upon genius. Dompter proves more than clever. The story is one of the best of the season, and very little below in rank to some of Wm. Black's romances. The publishers are wise in including it among their library of select novels.

The April No. of *Westminster Review* has some notable articles including a splendid estimate of Wallace's great book on Russia. The paper on Macaulay as a Historian, will please the many admirers of this able man. It is eulogistic and successfully contrasts some of the strictures lately put forth by Mr. Gladstone. Charles Huxley's life and letters is reviewed in fine style, and a lay article on the African slave trade, is exceedingly informing and interesting. The notices of new books in the Contemporary Literature department are well timed and able. Published by the Leonard Scott Co., New York, and for sale here by Messrs. J. & A. McMillan.

Mr. T. H. Hall has, among other magazines for the present month, received fresh supplies of Godey's Lady's Book and the Young Ladies' Journal, of which the latter is especially rich in fashion plates, patterns for fancy work and colored designs for the late novelty in the shape of Poonah painting. Godey has become by right of worth and years, such a well known institution that any especial commendation seems unnecessary and, indeed, the Young Ladies Journal is also one of the standard things which are beyond all need of puffery, nevertheless we heartily endorse the good opinions which both, but particularly the latter has won, and would advise any lady desirous of a reliable fashion book to send in her subscription.

A copy of a Sermon to the young, on "*Joseph*," by Rev. G. F. Carr, M. A., Rector of Kingsclear, has reached us. Joseph is presented as an example to the Family and an example to the World. Mr. H. A. Cropley's handsome typography will lead to a very general perusal of the sermon.

The Day of Rest is W. McDonnell, Senior's, contribution to the Sabbath controversy. Mr. McDonnell, (of Lindsay, Ont.) holding that one day is not more holy than another.

Mr. Finlay's *Printers Miscellany* for June is one of the most interesting numbers yet issued. This closes the first volume. Now is the time for printers and publishers to send in their subscriptions for the new volume. John A. Macdonald takes subscriptions for the *Miscellany*. (He is a Boston printer.)

THE NEW SHOE STORE of Messrs. Samuel Edgett & Bro., lately opened on Charlotte street, corner of King, appears to be well supplied with all the different styles of boots and slippers. We noticed in their stock ladies and misses fine slippers and boots. Their "Children's" stock is so varied one would hardly know which style to select. The men's slippers here are the latest New York makes. Their goods, however, are selected for general trade. With the knowledge of the business which the members of the firm have acquired during the past twenty years in St. John they are in a position to know what the City trade requires. We bespeak for the new firm a liberal patronage.

DEATH ON THE RAIL.—This week a man named Gilbert Henry was run over and killed by the I. C. R. trains, near Truro. The Coroner's Jury say he was drunk. In New York State, near Syracuse, John Doran was pistolled in the head and placed on the railway track to cover up the murder. The cars mutilated the body badly.

THE KINGAN MURDER.—Our concluding article on this subject is crowded out this week. We shall endeavor to make room for it in our next issue.

PRESENTATION.—The officers of the local express train from St. John to Sussex were the gratified recipients on Saturday last of several tokens of the public appreciation of their services. The presentation was made by representatives of season ticket holders who have had frequent occasion to note the fidelity and courtesy with which the officials perform their onerous duties:—Mr. John Sproul, Conductor, received a Meerschaum Pipe; Mr. Joseph Moore, Driver, the same; Mr. B. Cleaveland, Baggage Master, a Set of Shirt Studs; Mr. R. McMann, Fireman, a Meerschaum Pipe.

ACADEMY OF MUSIC.

"Around the World in 80 Days," is a dramatization of Jules Verne's famous story of that name. It abounds in spectacles, gorgeous [illegible] and mechanical effects. As put upon the Academy stage the play is a great success. Mr. W. Gill, the artist, has done some very beautiful work in the scenery, notably the Suez Canal and the Hindoo scenes. These are well painted and show the high artistic qualities of Mr. Gill's brush. The mechanical effects work very smoothly, and reflect credit upon Mr. Eberle. The acting is quite good, but the strength of the play undoubtedly lies in the mounting. Mrs. Waldron's "Aouda" was very well conceived, and Miss Elynge looked exceedingly pretty as the slave girl, though she had very little to say. Miss Stratton was, as usual, quite unintelligent and Lizzie May Palmer did what little she had to do with her usual grace and excellence. Mr. Lytell played with much advantage Passepartout, and in all his scenes distinguished himself. Mr. Padgett's *role* of the Detective was a notable bit of acting. His changes were thorough and rapid, and in all his personations he made a hit. His Chinaman was one of the cleverest performances we have ever witnessed in St. John, and, indeed, the success of the piece is largely due to his efforts. Mr. Russell's Miles O'Pake was good and Mr. Edward's Phileas Fogg was in that gentleman's usual style of doing things. Mr. Ryan's Justice, who insisted upon being allowed to "discriminate," provoked roars of laughter. His "make-up" was irresistible and he was frequently applauded during his single scene. The other characters were sustained with average ability. The costuming was handsome throughout and the "supers" were well up in their work and acquitted themselves creditably. In every way the piece was well put on and the houses have been particularly good. The play will comprise the bill for the Saturday matinee. On Monday evening Katie Putnam opens for a brief engagement in "Little Nell."

QUESTIONS FOR THE "GLOBE"

To the Editor of the Globe:—

You have furnished some information in reference to the affairs of the Northern Railway Company of Canada. Will you please supplement the same by supplying information upon the following points:—

What amount was paid from the funds of said Company to Mr. Edgar, who, as you are aware, is a friend, pet and partizan of the present administration?

How much was paid to Mr. Gordon Brown of the Toronto *Globe* for a patent nut lock (found to be useless), and for his share in the Syndicate connected with the Northern Extension Railroad amalgamation?

Do you refrain from calling public attention to the payments to Edgar and Brown, merely because they are Grits?

Did the Sir John Macdonald Government grant the terms releasing the Northern Railway from payment of all