old beds and tables, with appropriate illustrations, is exceedingly entertaining and comprises the 8th of the series. "Concerning Cheapness," by Chas. Carroll, is a pleasant little story. "What our Churches cost us." "My friend Moses" and Miss Hopkin's story of "Ghosts," will well repay perusal. Lovers of the biographical will find a piquant review of John Burroughs by Joel Benton. H. H. contributes a delicate bit of verse, entitled "A Dream," which is very musical and sweet. The editor's lines to Miss D. are very good. Gen. McClellan's paper, "A Winter on the Nile," is full of useful information. *Bric a brac* and the other departments are spirited this month.

SHADOWS ON THE SNOW, by B. L. Farjeon. New York, Harper & Bros.; St. John, J. & A. McMillan.

This is one of the most delightful Christmas stories of the year. The moral it teaches is a noble one, and it is full of healthful lessons. It is just the sort of story Charles Dickens would have written, and it is as elevating in its way as The Chimes or the Christmas Carol. Farjeon seems to have eclipsed himself in this charming tale, and he may here be seen at his best. All that is holy in Christmas-tide is here presented, and young and old will listen with delight to the old story retold. The "shadows" fascinate the reader at every turn, and the incidents illustrate a glorious truth with real dramatic force.

THE PRINCE OF WALES IN INDIA, by F. Drew Gay. Toronto, Belford Bros.; St. John, J. & A. McMillan.

Mr. Gay, who accompanied the Prince of Wales as special correspondent of the London *Daily Telegraph*, here presents, in a very attractive shape, the leading events in connection with that royal trip from Pall Mall to the Punjaub. Mr. Gay writes well and with a keen appreciation of the humorous and the satiric. His sketch of this tour through the East is most graphically written, some of the descriptions being really eloquent. The chapters are evenly balanced and remind one somewhat of Dudley Warner. The humor is almost as delicate. The pen-picture of social life in Bombay, and the account of sports and pastimes at Baroda, are capital bits of clever writing. A great deal of valuable information about the Orient is given in this book in a very pleasant and interesting way. Every one is interested in the wonderful snake charmers of India and Mr. Gay makes quite a readable chapter on this subject. Indeed, it is one of his happiest efforts. The illustrations, some eight in number, are tolerably well done and add, in a measure, to the appearance of the book, which is tastefully published by Messrs. Belford Bros., of Toronto.

The grand Holiday No. of *St. Nicholas*, with its charming literature for the young and its handsome illustrations, has also been received by Mr. Smith, King street. This No. is full of good things, and the excellent reputation of this standard juvenile serial is well maintained. Now is the time to subscribe for it.

Harper's Magazine for January contains a valuable article on "Contemporary Art in England," with some fine illustrations. The paper is very complete and full of interesting things about modern English and Scotch artists and their work. "In the Garden" is a sweet poem, and *The "good old times" at Plymouth* is an instructive paper and particularly interesting to the lover of historic data. A warm eulogism of the eminent French composer, F. David is accompanied by a portrait. "The old Deacon's Lament" is an amusing bit of poetry, written after the manner of Will Carleton. "The Recollections of Thackeray will interest everyone; they show the genial humorist at his best. "Fizz and Froze" is quite a clever solution of the iceberg. The other contents of this issue of *Harper* consist of short Christmas stories, the usual departments, and a most entertaining account of a cruise among the Magdalen Islands, with some clever engravings illustrating the letter press. Mr. W. K. Crawford, King St., has *Harper* on sale.

The new volume of the favorite New England Magazine, *The Atlantic*, begins the year very auspiciously. All the old writers have been retained, and some of the very best new ones have been engaged. Prof. Lowell furnishes in this number a beautiful poem. Prof. Longfellow contributes a masterly gem about the "Herons," and E. C. Stedman's verses are exquisite. Mr. Howells's fine paper about recent volumes of poetry shows excellent critical taste and rare discriminatory power. He discusses Mrs. Piatt, Taylor, Lowell, Aldrich and the late Mr. Wood, whose last twenty poems have just been published. The Contributors' Club is a unique contribution to magazine literature. All the short papers under this head are anonymous, but one can easily detect the several writers from their style. The "American," Mr. James's serial, is continued. Fanny Kemble's "Old Woman's Gossip" is full of entertainment. One never tires of papers like these. The Musical Department presents quite a new departure. Mr. Bayard Taylor furnishes the song and Mr. Paine supplies the music. In every way this issue of the *Atlantic* is a valuable one, and it makes a grand beginning. Subscribers can obtain, by paying one dollar extra, the capital plate, Bryant, executed by Mr. J. F. Baker in his best style. Messrs. J. & A. McMillan have the *Atlantic* on sale, and receive subscriptions for it.

The currrent No. of *Belford's Magazine* shows a marked improvement on its first issue. The contents are rather more readable. There is still, however, the absence of purely Canadian subjects handled by Canadian writers. We think the editors should draw more largely on the native element, if they would make their magazine more attractive to the home reader. The literature they serve up, however, is exceedingly interesting, and we may expect to see examples of native talent as the monthly grows in years. James Payn's serial, "What he cost her," promises to be one of the best stories of the year. The style is excellent, and its tone is healthful. The interest is well sustained. Dr. Holland's delightful novel, "Nicholas Minturn," is dramatic and graphic in this instalment, and becomes more and more entertaining. The character drawing is done with much art. The feature of this grand double number of Belford is the holiday story, "When the ship comes home," which occupies about one half of the magazine itself. It is a powerfully written tale, and fully justifies all that has been written about it in its favor. The incidents are real and life-like, and it is unflagging in its interest and strength. This story alone is worth the price of the whole magazine twice over, and we can commend it to all readers as something really first-class. Mr. Geo. Stewart, Jr., supplies in this issue his "Evening in the Library," and discusses Ralph Waldo Emerson, the Concord sage. "Her Answer" is a perfect little gem. John Lesperance's poem, "Marche-les-Dames," is a vigorous bit of verse, illustrating an incident in the Crusade war. C. P. Jakeway's "New Year's greeting" is a fair piece of versification. The topics of the time, the book reviews, Scientific, Educational and Comic departments are very interesting, and the reputation of the several writers engaged on them, is well kept up. The illustrations in this No. are six in number, and add greatly to the appearance of the magazine. We are well pleased with this No. of *Belford* and hope it may succeed as it deserves to in this quarter of the Dominion. The enterprising publishers are doing their utmost to present the Canadians with an acceptable serial. There should be a liberal response. Mr. H. R. Smith, King St., sells this magazine and will receive subscriptions for it.

CHARACTERISTIC.—It is an old "saw," that some people whenever they open their mouths "put their feet in," and certain it is that whenever that apology *for* a newspaper, the Ottawa *Free Press*, attempts to defend its employers, it not only makes itself ridiculous, but proves itself an accomplished knave. In a late number it attempts to reply to an article in the New Brunswick WATCHMAN which we copied, upon the purchase by Mr. Mackenzie of the 50,000 tons of steel rails, and says: "The rails purchased by Mr. Mackenzie were required for *immediate use* on the Inter-Colonial and Pacific Railways, and are being used for the purpose intended as *rapidly as possible*." If for "immediate use," why is it they have not yet been laid? And how is it that they "are being used for the purpose intended as rapidly as possible." Bought between two and three years ago for "*immediate use*," and *now* "being used" "as rapidly as possible," is somewhat contradictory. But what of that; it is only a *Free Press* escapade.—*Belleville Intelligencer.*

—Miss Helen Taylor—John Stuart Mills' stepdaughter—signalized her canvass for election to the London School Board by a violent speech against the clergy. She declared the contest to be one of School Boards against clerical despotism. The clergymen, she said, were merely anxious to get the schoolmaster to do the clergyman's work, but in that case they should give up the clergyman's pay.

—Demosthenes was probably a more effective orator than any whom the late political campaign brought before the American people; but it should be remembered that he didn't have to hurry through his speeches for fear that the Committee would go out and take a drink without him.—*Brooklyn Argus.*

THE LADIES of the Shediac, Buctouche and McDougall Settlement (Presbyterian) congregations lately presented their pastor, Rev. J. D. Murray, with a handsome fur overcoat (raccoon) and cap and gloves (of south sea seal). This acceptable, seasonable presentation was appropriately acknowledged by Mr. Murray, who appears to have the good will of the people under his charge.

PARTIAL DEAFNESS.—Three applications of GRAHAM'S PAIN ERADICATOR cured me of a buzzing sound and noise in my head, causing partial deafness. GEORGE WARNER, Melford, N. S.

PRINTED BY McKILLOP & JOHNSTON, CANTERBURY STREET.

The Watchman.

ST. JOHN, N. B., SATURDAY, DEC. 30, 1876

THE INTERCOLONIAL RAILWAY.

The Halifax *Citizen* has "a suggestion" to offer in connexion with the "delayed trains" on the Inter-Colonial. It says:—

DELAYED TRAINS—A SUGGESTION.—Complaints are made frequently by persons going to the Depot to meet friends on the arrival of trains, that when trains are behind time they are unable to get any satisfactory information as to probable time of arrival, and consequently are subjected to great inconvenience and loss of time. Such a state of matters occured yesterday when the freight train was off the track at Four Mile House. Parties who went to the station could get no information as to when the passenger train, delayed at Bedford, might get in, and had to drive all the way out to Bedford. Now, we do not suppose railway officials are bound to answer all questions that may be put to them, for in that case they would be asked a good many frivolous and useless questions; but we think that in such emergencies as we have referred to, they should promptly inform parties in waiting for passengers or friends the whereabouts of the delayed train, so that they may be guided by the circumstances. Of course, when railway officials are not themselves possessed of the requisite information they cannot be expected to give it. What we suggest is this—let a bulletin board be put up at the station, and when trains are delayed from any cause, their whereabouts and probable time of arrival may be written upon it, so that all interested may be put in possession of the desired information, without worrying the officials at the Station. The public will be convenienced thereby, and the officials will be saved the trouble of repeatedly answering questions repeatedly asked. We, of course, assume that the officials are always ready to give necessary information when it is in their possession.

The *Citizen's* suggestion should be acted upon. The railways are the property of the public, and should be managed in every particular with an eye to the public convenience and satisfaction. Even if they were private property, the Management should see the propriety of giving the fullest satisfaction to all who are really interested in the movements of the trains. As a matter of fact, however, the *Citizen's* assumption that the officials are always ready to give necessary information, is unfounded. The subordinate officials are generally found willing to give information; but the higher officials are not, and among the subordinate officials are some who believe they are promoting their own interests by zealously concealing from the public what may look like defects in the management. As stated by us last week, the officials at St. John station have instructions to refuse all information in regard to trains expected to arrive at their station, and they act up to their instructions. The friends of passengers, the hackmen and the Press are treated precisely alike; all are refused, and the public are kept in the dark as far as possible. This system came into operation the first winter in which Messrs. Brydges and Luttrell had complete control of the road. They thought it advisable to introduce here the system which had been enforced on the Grand Trunk, where only such information was permitted to go to the public as the Management deemed proper or as suited the interests of Managers themselves. There, for many years, serious accidents were of daily occurrence; property was destroyed by the hundred thousand dollars worth; and the killing ranged from two to a hundred people at a time. The motive to conceal was clear enough. Here the motive to hide the real condition of affairs is equally clear. Accidents for the last two years have been only too numerous; delays of all kinds have been experienced; and the management is becoming only second in incompetency and bungling to that which distinguished the Grand Trunk when Messrs. Brydges and Luttrell were ornaments of that unfortunate road. The *Citizen* may imagine that its reasonable proposal will be acted upon, but we are confident that nothing short of an Act of Parliament or a Government threat of dismissal will succeed in inducing these gentlemen (who imagine they are the people's rulers, rather than the people's servants) to give the public the information to which they have a right.

OFFICIAL AND UNOFFICIAL.—The *Globe* of Tuesday published two accounts of an accident on the Inter-Colonial Railway. One was from Moncton and was official; the other was from Newcastle and was unofficial. The official telegram read as follows:—

MONCTON, Dec. 26.—The Express train from the North was run into at Bartibogue station this morning by the Express train from Moncton.

Driver Davis of up-train stopped near the switch to get up steam, and then started ahead and ran into the other train. He states that he mis-judged the distance he was from the other train, and though he reversed his engines, he could not stop in time. Not very much damage was done.

The down train was waiting at station.

The unofficial statement read as follows;—

NEWCASTLE, Dec. 26.—The Express train coming South while waiting at Bartibogue main line was run into by the express train going North at two o'clock this morning. The trains were to cross at that station. *Both the locomotives and tenders were disabled. Locomotives were dispatched from Campbellton and Newcastle to the assistance of the two trains.*

No one was fojured. The trains were delayed about two hours.

It will be observed that the official despatch attempts to reduce the damage done to "nothing." "Not very much damage done," is the official report. The Newcastle despatch asserts a large amount of damage. It states as a fact that "the locomotives and tenders were disabled," and that fresh locomotives were despatched from Newcastle and Campbellton to take the trains along. As a rule, every accident of this kind is misrepresented by the leading officials, when it is not wholly concealed.

HOW LOCAL TRAFFIC IS TREATED.

[From the Newcastle Advocate, December 27th.]

The frequent delays on the Inter-Colonial of late have provoked much unfavorable comment respecting that Management, and while we cannot but admit that there are times when such delays can not possibly be avoided, there are others when valuable time might be saved by the exercise of a reasonable amount of forethought. We give a case in point. The accommodation train which left Newcastle for Moncton on Monday, 18th, should have reached that place in about 4 hours, instead of which the trip occupied *thirteen* hours. The delay was not caused by any accident, but was owing to the train being a very heavy one, and drawn by only one locomotive. Between Barnaby River and Carleton the train came to a stand still when one up grade, and the train had to be divided; a part was taken to the siding at Forest, now called Carleton station, and the locomotive returned for the other half of the train, reaching Weldford about 8 p. m., having been six hours travelling *forty-one* miles. While waiting at Forest, some of the passengers telegraphed to John Stothart, the mail driver, to have some tea ready, otherwise they would have had to wait until Moncton was reached at four o'clock on Tuesday morning, or *twenty-two hours after the train left Campbellton*, some of the passengers having got breakfast at that place. This shows the necessity for having a saloon at Newcastle station, especially during the winter months, when there are more delays than in summer.

When the train reached Weldford, the passengers were informed that they would have fifteen minutes to remain, but when tea was over, they were told that orders had been received to remain until after the express going North had passed. This caused a delay of *four hours* at Weldford, through which passengers for Halifax failed to connect with the night train. Had the authorities at Moncton despatched a locomotive, the train could have reached Moncton before the express left, and enabled passengers to have made connections with the trains on Monday night. These delays, especially when caused by the overloading of trains, gives a very great deal of dissatisfaction, as passengers are sometimes at a loss to know when they can with any certainty arrive at a given point.

THE EXPERIENCE OF A TRAVELLER.

[Correspondence of the Sackville Post.]

"We left Dorchester on the Truro Express Saturday evening for Moncton. Beyond Memramcook, we were brought to a stand still, by a train standing on the track. It turned out to be a portion of an Express Freight Train, the locomotive of which had been unable to carry it into Painsec, and part of the cars were left. Our engine attempted to push these cars ahead, but water soon failed, and we were helpless. Soon a coal train came up in our rear, and attempted to push us ahead, but water failed in its engine, and the blockade was rendered more complete, and we were doomed to stay there all night. It was difficult to keep up fires in the car, and we who were passengers had to keep in active motion to prevent ourselves from becoming frozen. On Sunday morning we looked for succor but looked in vain: Two more trains were stuck at Dorchester, and another one at Painsec. It was not till one o'clock Sunday, the work of clearing the track was commenced, and then it was done in about an hour. Why it was not done on Sunday morning was a puzzle I would like Mr. Luttrell to solve. Tired and hungry and sleepy we reached Moncton at 5 p. m., disgusted enough at the I. C. R."

The following is taken from the Sackville *Borderer* of Friday last:—

The night Express from Halifax to St. John and a special coal train were detained at Dorchester for twelve hours, on Saturday night and Sunday morning. At 1 o'clock p. m., Sunday, the Express was ordered to proceed to Memramcook and assist some trains that were stuck there the night previous. They did so, and in about an hour had everything ready to proceed. Thus by a piece of the most culpable stupidity on the part of the officials at head quarters passengers and mails were delayed for over 15 hours. Surely this is good management with a vengeance!

The following telegram, which we find in the Upper Province papers, is, no doubt, correct:—

Halifax, December 22.

A freight train on the Intercolonial Railway ran off the track four miles from the city yesterday. Nobody hurt.

MORE "EXCELLENT MANAGEMENT."

[From the Moncton Times.]

On Thursday last the Northern express train was 24 hours and about 25 minutes late in reaching Moncton, the 25 minutes about taking up the time which the time-table allows for stoppage at Moncton before the express trains east and west should leave. Under these circumstances one would have supposed that the outgoing trains would have been detained a few minutes in order to connect, but such is the perfection of Grit railway management that the trains for St. John and Halifax actually left the station house as the Northern Express was coming in. The latter had on board ten passengers, who had already been detained 24 hours on the road.

ACCIDENTS ON THE ROAD.

[From the Times.]

Accidents have been of frequent occurrence on the Intercolonial of late. Some have been caused by the severe storms, but many have resulted from inefficient management. It is almost impossible for a weekly paper to keep the run of the accidents, so numerous are they, and so reticent are the officials in giving information on railway subjects. An accident that should not have happened occurred last week a few miles below Campbellton. In passing through a snow shed, the train caught a large rope which was carelessly allowed to hang too low down, and pulled down a part of the shed on the cars. The train was thereby delayed and the cars injured. One man also was hurt, but not seriously.

THE BARTIBOGUE SMASH UP.

[From the Times.]

The Driver of the up train, whose name is Davis, appears to have been chiefly or wholly to blame, and while we should be sorry to say a word to his prejudice, we cannot honestly omit to mention the current rumor that he was at the time under the influence of liquor. He is, we believe, one of the men who has done a great deal of reckless driving of which we have frequently complained, and if he has been in the habit also of drinking intoxicating liquors, the public may be profoundly thankful that this accident has occurred and a more serious one thereby been prevented. We presume that if the accident was caused by his fault, the authorities will deal with him as the circumstances demand, but how much better would it be to have such effective discipline on the line that men liable to cause such accidents would not be kept in positions of such great responsibility.

WANT OF DISCIPLINE.

[From the same.]

The discipline of the Inter-Colonial is wretched in the extreme. In fact, there is no such thing, and there cannot well be until we have a local Superintendent whom the employees respect and whose approval and commendation they will find it their interest and pleasure to secure. No man on the line either respects or fears Mr. Luttrell; nine tenths of the employees dislike him, and none can hope for benefit by securing his commendation, as he has no power to promote. Mr. Brydges has such power and is sufficiently respected, but he is seldom or never seen by those under his charge. How different it would be if we had a resident Superintendent with ability enough to appreciate meritorious service and in a position to know when it was rendered. We cannot, however, have this at present, but even under Grit rule, it is not too much to hope that something will be done to check at least the one evil habit of tippling indulged in by some of those who occupy the exceedingly responsible position of engineer.

The great flourish of trumpets that is made over carrying the English mails at lightning speed, will not succeed in hiding the naked facts which go to show that the local traffic of the Inter-Colonial has been sadly maltreated, that accidents, the result of scandalous mismanagement, are of frequent occurrence, and that public confidence in the Railway is rapidly decreasing.

THE PRICE.—It is clear that we cannot have "one of the most popular of living governors" to rule over us without paying a price commensurate with the value of the luxury. The whole country has been dazzled with the magnificence of Earl Dufferin's social conquests, the wisdom of his rule, the acuteness of his observation, the genuine eloquence of his speeches and the oriental cast of his imagination. Each Council in turn has found in His Excellency a loyal supporter and head of the Government. His Excellency's present advisers, especially, who went to Ottawa with curses on their lips, whose Press and whose orators had demanded his recall to England, having apparently been mesmerized by His Excellency have turned to praise and bless him, have, in fact, become his most obsequious followers and slaves. They anticipate his every wish and place at his disposal the moneys of the country without stint. These "Reform" politicians appear to have advised His Excellency to spend some $13,000 last year on a little trip to the Lake Superior region, and this year to spend about $75,000 on a trip to British Columbia and back. An article from the Toronto *National*, on our first page, is worth reading in this connexion. It will be noticed, too, that the *National* now states that it has reason to believe that "something like $30,000 was charged to the country as the cost of the grand fancy ball given by the Governor-General at the Capital last winter." (It was for a statement somewhat similar to this that THE WATCHMAN was roundly abused by the Government Press last summer.) Of course, this expenditure was also on the advice of His Excellency's Council, Mr. Blake's attitude on the subject of the Council's responsibility for His Excellency's acts leaving no room for doubt on the point. It must be admitted that the Government are very free indeed with the public money in His Excellency's behalf. They seem to know nothing of hard times; they have forgotten the economy they preached when in Opposition; and they appear to have found large sums to place at the Governor-General's disposal when they could not find them for necessary public works. On the whole, they seem to be making Canada pay a heavy price for the services of the brilliant Governor-General.

TILTON IN NEW BRUNSWICK.—Mr. Theodore Tilton met with a very cool reception in this Province. He lectured in St. John on Friday night to about 250 persons, about one third of whom were "dead-heads." In Fredericton on Saturday he spoke to about 150. The idea that because people rushed to hear Beecher they would rush to hear Tilton, his opponent in a great scandal, was pretty thoroughly exploded. It was not the flavor of the scandal that drew thousands to hear Beecher, at a dollar a seat; it was his great reputation as a preacher, orator and thinker,—the fact that he was the foremost American of his time. Those who brought on Mr. Tilton traded simply on his reputation as a hero in a scandal; they knew or cared little about his reputation as a lecturer. Fortunately, they have discovered that, notwithstanding impressions abroad to the contrary, this is not a scandal scenting community, and that, least of all, will they run after such scandal-mongers as Theodore Tilton. Had Mr. Tilton come at any other time, he would probably have drawn a good house, since, as a lecturer, he is one of the ablest in his country; but following Beecher, the people of St. John and Fredericton determined that they would not be made parties to any anti-Beecher demonstration in his behalf.

GIVE THE DEVIL HIS DUE.

Dr. McLean lectured in the Brussels St. Baptist Church last week on the question, "Where did the Devil come from?" and many people, anxious for information on the diabolical subject, went to hear him. But, instead of answering the question he propounded, he boldly denied the existence of that great historic personage, and branded him as merely the embodiment of men's guilty fears. We thought why this should be the case is perfectly unaccountable, our cousins over the Border,—from whom, by the way, many of our fashions are derived,—being engaged in the most elaborate preparations for maintaining the observance of this time-honored custom. The best *modistes* are literally "up to their eyes" in full dress reception costumes; florists are stripping their green houses and conservatories of everything which can possibly be applied to decorative purposes; and confectioners are supplied with a season of brisk trade through the manifold needs of the luxurious tables which usually accompany New Year's receptions. In a word, the mind of New York and other large American cities is unanimous on this point, and yet, here in St. John, the proportion of visiting upon New Year's day does not greatly exceed that of any ordinary holiday occasion. As we have said before, the fact is unaccountable, unless, indeed, we account for it by partly quoting that well-known epitaph which has introduced its unfortunate hero into posterity, "Her would if her could, but her couldn't;" in other words, laying the blame upon that much-blamed ogre, "Hard Times," which, if it does exist to the extent we are led to suppose, is the very best of excuses for not launching into the expenditure consequent upon New Year's Receptions. Again, it may be that the people of our city have become, through the mediation of that most holy and lowly spirit known as Charity, awakened to the fact that feeding the hungry and clothing the poor is upon the whole a better paying investment than feeding and complimenting young and old gentlemen, who, if they are not gifted with abnormal constitutions, must surely suffer from indigestion as the result of the hospitality bestowed upon them.

This latter, we are aware, is a very homely and unorthodox view of the situation, but we are prepared to counteract it by asserting that it is by no means universal, and that, despite those hard times, there are still quite a number of residents who are prepared to do homage to fashion in the matter of receiving calls.

For their benefit, therefore, we quote from our neighbors, choosing

RECEPTION DRESSES

as the beginning of the quotation. For matronly or elderly ladies the Princess dress occupies first rank in favor, the materials being generally a combination of velvet or brocade with silk or satin and the colors either black and cardinal, black alone, seal brown, velvet and faille, or else those quaint tints such as *illtwl* green mixed with brown or prune mixed with ecru. The shape of these latter day Princess dresses are, as we prophesied some time since, fast becoming very classical in their outlines, the scarf draperies in front being now very often omitted and the back breadths allowed to hang within the slightest pretence of looping. There are occasionally sashes strapped across the back,—not tied in bows—laid in folds and fastened on one side with knots or long loops; but those dresses are worn without any bustles, and are almost as straight at the back as in the front. In combining two materials, the gores which reach from the shoulder to the foot are brocade or velvet in the middle of the front and the back, while the side gores and sleeves are plain silk or satin. Just at the bottom of the skirt the fan train spreads out quite suddenly, very much like the opening of a real fan, and lies upon the floor quite near the wearer, instead of being a yard or two away from her. This train is usually covered with a cluster of fine, narrow pleatings massed together, although, in some cases, it is left entirely plain, and a white muslin and lace pleating is allowed to show at the edge. When the skirt is of dark or heavy silk this muslin pleating has rather a strange effect, and, indeed, when first seen by us, seemed slightly suggestive of a falling underskirt; but we have become acquainted with the fashion now, and the suggestion no longer presents itself. For younger married ladies a brocade dress, made in the style above specified, is very often chosen, in a design embodying cream leaves on cardinal grounds and blue ground with silver arabesques. Either model is wonderfully quaint and pretty; but a pattern more Parisian, and therefore newer, is a black ground with stripes of silver and cardinal when trimmed with silver, gray or red ribbons, and galloons and fringes combining the whole three colors. A dress of this combination ought to be the very quintessence of style.

Another model mentioned in the New York fashions is a dress of Holbein green velvet brocade and *illtwl* faille, trimmed with white Smyrna lace of finest thread and applique chenille passementerie, representing leaves. Still another is of salmon pink faille, with ashes-of-roses brocade and *illtwl* blue bows and facings. This also is trimmed extensively with Smyrna lace, which lace is one of Worth's latest caprices in the way of trimming. With all such dresses as those we have described it is customary to wear a large long fichu of white lisse, china crepe or, where the dress is especially handsome, real thread lace, tied in front and hanging in long flimy folds. Lace or muslin jabots are also worn, but the fichus are the newest and most favored idea.

For more

YOUTHFUL TOILETTES

such as might be suitable for *debutantes*, the regulation ball costume is made to serve the extra purpose of reception dress. White is preferred to color for those dresses, and garniture of flowers and lace is chosen to the exclusion of a great display of jewelry. The corsage is usually a low-necked cuirass that is half low and square, entirely *decollete* waist being out of favor at present. The most stylish ornamentation is a bertha of folds of Chambery gauze, or else pleated crepe lisse. These are dotted at intervals with bows of white gros grain, made in an odd shape with the ends turned up, or else a square rosette with each loop pointed. Another large bow with many long loops and ends is placed on the front of the cuirass, just below the waist; and yet another finds its place at the right hand side, where it holds the handkerchief, or is simply used for tieing a wine of flowers.

Striped Chambery gauzes are much used for overskirts, the accompanying basque being white silk simply trimmed with a bertha of gauze. The overskirt is very long and by way of innovation is shorter at the back than in front. The flowers form a vine and fringe which serve as an edge for the overskirt, falling on lace which is held in knife pleatings all around the skirt. For the train of such a dress, white silk matching the corsage is used, the trimming being knife pleatings of crepe lisse or tulle, on which satin ribbon is sewed. In point of length the rule implies that they cannot possibly be too long, the idea in all probability being that the natural timidity of very young girls positively needs the influence of a sweeping train to sustain and correct them.

With regard to

OTHER NEW YEAR'S CUSTOMS,

apart from dress, the formula is not extensive. The performance of calling generally commences at 10 a. m., at which time the hostess is in her drawing-room, prepared to receive visitors. Usually a group of ladies receive together, having previously sent cards to their gentleman friends, announcing where they will pass the day and during what hours they will receive. By this means the reception is in truth a reunion on so elaborate a scale, that we do not wonder at the expensive toilets that are required to celebrate it. One lady receiving alone and in her own house the Government are very free indeed with the public money in His Excellency's behalf. They seem to know nothing of hard times; they have forgotten the economy they preached when in Opposition; and they appear to have found large sums to place at the Governor-General's disposal when they could not find them for necessary public works. On the whole, they seem to be making Canada pay a heavy price for the services of the brilliant Governor-General.

SOME REPLY to Captain Brown's charges in connexion with the settlement of the Kincardine Colony should be made by the Government. The Surveyor General appears to be aimed at. Mr. Stevenson should not wait for the meeting of the Legislature, to make this reply. Captain Brown has had his charges circulated through the Press of Scotland, and the reply should follow the charges through the same channel. Here in New Brunswick we understand the circumstances tolerably well, but even here it is not desirable that Captain Brown's statements should pass uncontradicted. The Surveyor General should be up and doing.

THE PURCHASE OF BANKING INSTITUTIONS.—On our first page will be found the Toronto *Mail's* clear description of the cost to the country of the "Reform" Party's purchase of one of the Banking institutions of Ontario. The ardor with which the Ontario Bank and its President, by means of circulars and personal pressure, threw themselves into the political conflict at the last general election, constitutes one of the greatest scandals that ever moved monetary circles. Anything bearing on this political scandal is generally read with lively interest.

—Mr. A. Perry, manager of the Royal Canadian Insurance Company, is said to be in a very critical state of health.

[FOR THE WATCHMAN.]

FASHION NOTES.

NEW YEAR'S, 1877.

Christmas, whether "merry" or otherwise, has become one of the things that were, and the gay and festive community who were last week engrossed in making plum puddings and representing Christmas are now agitating themselves upon the proper and most fashionable method of signalizing New Year's day. "To receive or not to receive" is a question which causes no little anxiety to the worry-loving ladies of the present time, while "to call or not to call" is equally momentous to some of their lords and masters. Not to receive and not to call seem to gain the majority in St. John, though why this should be the case is perfectly unaccountable, our cousins over the Border,—from whom, by the way, many of our fashions are derived,—being engaged in the most elaborate preparations for maintaining the observance of this time-honored custom. The best *modistes* are literally "up to their eyes" in full dress reception costumes; florists are stripping their green houses and conservatories of everything which can possibly be applied to decorative purposes; and confectioners are supplied with a season of brisk trade through the manifold needs of the luxurious tables which usually accompany New Year's receptions. In a word, the mind of New York and other large American cities is unanimous on this point, and yet, here in St. John, the proportion of visiting upon New Year's day does not greatly exceed that of any ordinary holiday occasion. As we have said before, the fact is unaccountable, unless, indeed, we account for it by partly quoting that well-known epitaph which has introduced its unfortunate hero into posterity, "Her would if her could, but her couldn't;" in other words, laying the blame upon that much-blamed ogre, "Hard Times," which, if it does exist to the extent we are led to suppose, is the very best of excuses for not launching into the expenditure consequent upon New Year's Receptions. Again, it may be that the people of our city have become, through the mediation of that most holy and lowly spirit known as Charity, awakened to the fact that feeding the hungry and clothing the poor is upon the whole a better paying investment than feeding and complimenting young and old gentlemen, who, if they are not gifted with abnormal constitutions, must surely suffer from indigestion as the result of the hospitality bestowed upon them.

This latter, we are aware, is a very homely and unorthodox view of the situation, but we are prepared to counteract it by asserting that it is by no means universal, and that, despite those hard times, there are still quite a number of residents who are prepared to do homage to fashion in the matter of receiving calls.

For their benefit, therefore, we quote from our neighbors, choosing

RECEPTION DRESSES

as the beginning of the quotation. For matronly or elderly ladies the Princess dress occupies first rank in favor, the materials being generally a combination of velvet or brocade with silk or satin and the colors either black and cardinal, black alone, seal brown, velvet and faille, or else those quaint tints such as *illtwl* green mixed with brown or prune mixed with ecru. The shape of these latter day Princess dresses are, as we prophesied some time since, fast becoming very classical in their outlines, the scarf draperies in front being now very often omitted and the back breadths allowed to hang within the slightest pretence of looping. There are occasionally sashes strapped across the back,—not tied in bows—laid in folds and fastened on one side with knots or long loops; but those dresses are worn without any bustles, and are almost as straight at the back as in the front. In combining two materials, the gores which reach from the shoulder to the foot are brocade or velvet in the middle of the front and the back, while the side gores and sleeves are plain silk or satin. Just at the bottom of the skirt the fan train spreads out quite suddenly, very much like the opening of a real fan, and lies upon the floor quite near the wearer, instead of being a yard or two away from her. This train is usually covered with a cluster of fine, narrow pleatings massed together, although, in some cases, it is left entirely plain, and a white muslin and lace pleating is allowed to show at the edge. When the skirt is of dark or heavy silk this muslin pleating has rather a strange effect, and, indeed, when first seen by us, seemed slightly suggestive of a falling underskirt; but we have become acquainted with the fashion now, and the suggestion no longer presents itself. For younger married ladies a brocade dress, made in the style above specified, is very often chosen, in a design embodying cream leaves on cardinal grounds and blue ground with silver arabesques. Either model is wonderfully quaint and pretty; but a pattern more Parisian, and therefore newer, is a black ground with stripes of silver and cardinal when trimmed with silver, gray or red ribbons, and galloons and fringes combining the whole three colors. A dress of this combination ought to be the very quintessence of style.

Another model mentioned in the New York fashions is a dress of Holbein green velvet brocade and *illtwl* faille, trimmed with white Smyrna lace of finest thread and applique chenille passementerie, representing leaves. Still another is of salmon pink faille, with ashes-of-roses brocade and *illtwl* blue bows and facings. This also is trimmed extensively with Smyrna lace, which lace is one of Worth's latest caprices in the way of trimming. With all such dresses as those we have described it is customary to wear a large long fichu of white lisse, china crepe or, where the dress is especially handsome, real thread lace, tied in front and hanging in long flimy folds. Lace or muslin jabots are also worn, but the fichus are the newest and most favored idea.

For more

YOUTHFUL TOILETTES

such as might be suitable for *debutantes*, the regulation ball costume is made to serve the extra purpose of reception dress. White is preferred to color for those dresses, and garniture of flowers and lace is chosen to the exclusion of a great display of jewelry. The corsage is usually a low-necked cuirass that is half low and square, entirely *decollete* waist being out of favor at present. The most stylish ornamentation is a bertha of folds of Chambery gauze, or else pleated crepe lisse. These are dotted at intervals with bows of white gros grain, made in an odd shape with the ends turned up, or else a square rosette with each loop pointed. Another large bow with many long loops and ends is placed on the front of the cuirass, just below the waist; and yet another finds its place at the right hand side, where it holds the handkerchief, or is simply used for tieing a wine of flowers.

Striped Chambery gauzes are much used for overskirts, the accompanying basque being white silk simply trimmed with a bertha of gauze. The overskirt is very long and by way of innovation is shorter at the back than in front. The flowers form a vine and fringe which serve as an edge for the overskirt, falling on lace which is held in knife pleatings all around the skirt. For the train of such a dress, white silk matching the corsage is used, the trimming being knife pleatings of crepe lisse or tulle, on which satin ribbon is sewed. In point of length the rule implies that they cannot possibly be too long, the idea in all probability being that the natural timidity of very young girls positively needs the influence of a sweeping train to sustain and correct them.

With regard to

OTHER NEW YEAR'S CUSTOMS,

apart from dress, the formula is not extensive. The performance of calling generally commences at 10 a. m., at which time the hostess is in her drawing-room, prepared to receive visitors. Usually a group of ladies receive together, having previously sent cards to their gentleman friends, announcing where they will pass the day and during what hours they will receive. By this means the reception is in truth a reunion on so elaborate a scale, that we do not wonder at the expensive toilets that are required to celebrate it. One lady receiving alone and in her own house could wear almost anything, being only subject to the criticism of her gentleman friends, who, if they be properly gentlemen, will be also lenient and shortsighted, for the time at least. Half a dozen or more ladies are introduced the scene changes, the season of rivalry begins, and we are no longer surprised at the most audacious sensational costumes. Concerning the lighting up of drawing-rooms we are happy to say gas is no longer used. Instead of the sickening artificial light which for some time past has been shed upon fashionable gatherings, including weddings, the full free rays of sunlight and daylight are allowed to stream in, the only obstruction placed in their way being large jardinieres and mimic banks of flowers placed upon the windows and every other accessive part of the room. When the florist's supply or the domestic purse begins to exhibit any signs of depletion, artificial flowers are substituted for real; but art in the formation of those flowers has so very nearly obtained perfection that, excepting by the absence of perfumes, the difference between them and their real models is scarcely discernible. In the hall or near the drawing-room door a large card receiver is conspicuously placed, and into this the card of each guest is deposited.

Lastly, and shall we say it, most importantly, so far as manhood is concerned, a long refreshment table is spread in the dining room, and upon it is displayed a collation differing hardly any from those prepared for an ordinary supper party. Out of consideration for those who have many calls to make, fashion has decreed that salads, fruit, pickled oysters, chocolate and coffee should be chosen instead of ices and confectionery; but considerate as this no doubt is, we are inclined to think that the gentleman who partakes of this bill of fare upon the occasion of every visit is by no means to be envied by the time his rounds are completed. The tables in those cases generally display freshly cut flowers, as well as a gorgeous glimmering of rare porcelains, glassware and silver, and sometimes the dining room shutters are closed and the room is irradiated by means of wax candles. With reference to this latest fashion we have nothing to say; indeed, we have no further remarks to offer upon any subject, being saddened by the reflection that the year is so near its close and that when next we begin our Fashion Notes we shall have been launched upon the unknown joys and sorrows of the year 1877. The many styles, the strange fashions, which this coming year may contain are matters for speculation of no pronounced a nature that we shall not attempt to go into it, but will instead offer up our tribute of custom by wishing our many friends and few enemies

"A HAPPY NEW YEAR!"

LETTERS FROM JUDGE HALL.

(SPECIAL CORRESPONDENCE OF THE WATCHMAN.)

No. 3.

WASHINGTON, D. C.,
810 Twelfth Street, N. W.,
22nd Dec., 1876.

To the Editor of the Watchman.

To the French scholar, accustomed to frequent in Paris the library of 2,000,000 volumes; to the Russian familiar with the library at St. Petersburg of 1,100,000 volumes; to the Englishman justly glorying in the 1,100,000 volumes of the British Museum, the library of the American Congress, containing scarcely one third of a million of books, might seem paltry and insignificant, perhaps embarrassed by youth and immaturity of our nation; but