THE WATCHMAN.

VOL. III. SAINT JOHN, N. B., SATURDAY, JUNE 9, 1877. NO. 6

New Advertisements.

CARD.

THE undersigned, thankful to their numerous patrons for the favors conferred during so many years in the past beg to state that they have resumed the

Retail Business,

(carried on during the last two years by A. Wilson & Co.) and have constantly on hand, at their old established stand,

No. 25 WATER STREET,

A complete assortment of **Stoves, Grates and Mantle Pieces, Ship Castings and Agricultural Implements,** together with all other articles in the IRON FOUNDRY LINE.

Intending purchasers would do will to examine our Stock before giving their orders elsewhere, as we are determined to sell very low for cash, and at prices defying competition.

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New Brunswick Foundry,
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JAMES H. PULLEN,
CHARLOTTE STREET,
Has on hand a Splendid Assortment of
PAPER HANGINGS,
IN ALL THE
LATEST STYLES,
selected personally, and workmen
To Hang Them in First-Class Style,
PAINTING, GRAINING, GLAZING, &c.,
DONE AT THE SHORTEST NOTICE.

GOLDEN BALL CORNER PHARMACY,

Just received:—
HYATT'S LIFE BALSAM,
Ayer's Sarsaprilla,
Ayer's Cherry Pectoral,
Mott's Cough Syrup,
Hall's Honey of Hoarhound and Tar,
Brown's Ext. Ginger;

Together with a full assortment of **Drugs, Medicines and Perfumes.**
E. G. BLAKSLEE.
no•11 Cor. Union and Sydney streets

Fredericton Leather Co.,
(Late McCausland, Upham & Co.)
FREDERICTON, N. B.
LEATHER MANUFACTURERS!
Patent Leather, Enamelled Leather,
PATENT & ENAMELLED CALF & KIP,
DASHER LEATHER (Soft and Hard),
Lacing Leather, Larrigan Leather,
WAXED CALF, SPLITS, ETC.
mar31m

FURNITURE EMPORIUM.
SMITH'S HALL,
146 PRINCE WILLIAM STREET, (up stairs, next door south from Auction Room). This immense Hall has been fitted up by us in a first-class manner, and is now completely stocked with the most superb, elegant, and best assorted class of goods which can be obtained from the most famous establishments on the Continent. We have just received our Spring Stock, which comprises many new styles, and surpasses anything we have heretofore offered to our customers. It comprises 48 Parlor Suites, upholstered in Hair Cloth and Rep, Satine, Terry and Cotoline, of the most brilliant, gorgeous and lasting colors, and most durable fibre. The carving and gilding on these Suits are master pieces of workmanship; among them will be found those having Sofas 6 feet in height, (this is the very latest style). In Walnut Bedroom Suites we have 30 different styles, including the Mediæval and Eastlake. One of these, a late arrival, is especially worthy of inspection. We have also some very fine Ash Sets, trimmed with walnut, having marble and marbleized slate tops. In addition to these we have Wood Top Sets, both in ash and walnut. Our stock of Rockers, Easy Chairs, and Patent Rockers, in H. C., Rep and Satine, is more complete than ever before. In Patent Rockers we are showing the latest improvement. In Easy Chairs we have a most complete variety, some of which cannot be surpassed. As formerly, we are making a specialty of Dining Tables and Chairs; we have some of the latter upholstered, in morocco, of the best styles manufactured. We have also as a special feature, a Dining Room Suite, in leather. Eastlake style. Our stock of Sideboards and Book-Cases, in walnut, is more extensive and superb than ever, and includes 12 in wood and 12 in marble tops. The stock of Book-Cases includes one rolling fro nt secretary book-case, a fine specimen of mechanism; and others of various styles and shapes. We have also an unusually fine lot of Hat Trees, Whatnots, H. C. and Rep Sofas and Lounges; also Lounges in morocco, Library Tables, Card Receivers, Camp Chairs and Rockers, Wood and Marble top Centre Tables, and a full complement of Pine Furniture, in Bedroom Sets, Sinks, Bureaus, etc.
mar17 3m STEWART & WHITE.

1877. 1877.
International Steamship Company.
SPRING ARRANGEMENT.
TWO TRIPS A WEEK!
On and after THURSDAY, MARCH 29th,
and until further notice, the splendid sea-going Stmrs.
"NEW BRUNSWICK," E. B. Winchester, master, and
"CITY OF PORTLAND," S. N. Pike, master,
will leave Reed's Point Wharf
Every Monday and Thursday Morning at 8 o'clock,
FOR EASTPORT, PORTLAND and BOSTON, connecting at Eastport with steamer "Belle Brown," for St. Andrews and Calais.
Returning, will leave Boston every MONDAY and THURSDAY at 3 o'clock, and Portland at 6 p.m., after the noon train arrives from Boston, for Eastport and Saint John.
No claims for allowance after goods leave the Warehouse.
Freight received Wednesday and Saturday only, up to 6 o'clock, p. m.
apr8 H. W. CHISHOLM, AGENT.

CROTHERS, HENDERSON & WILSON,
MANUFACTURERS OF
CARRIAGES & SLEIGHS,
Track Sulkeys, &c.,
42, 44, 43 & 45 WATERLOO STREET,
apr17y ST. JOHN, N. B.

EASTERN EXPRESS CO.
THE EASTERN EXPRESS CO., makes up a Daily Express for all points between St. John and Boston, connecting there with responsible Expresses for all parts of the United States.
F. W. CARR, Sup't. J. R. STONE,
Boston. Agent.

Intercolonial Express Co.
The INTERCOLONIAL EXPRESS CO. runs a Daily Express over the entire line of the Intercolonial Railway, connecting at River Du Loup with the Canadian Express for Quebec, Montreal, and all parts of Canada and the Western States.
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New Advertisements.

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INSURANCE CO. OF NORTH AMERICE,
(Incorporated 1794.)
CASH ASSETS, over $4,000,000.

Insurance Company of the State of Pennsylvania,
(INCORPORATED 1794.)
CASH ASSETS, over $600,000.

SECURITY INSURANCE COMPANY OF NEW HAVEN,
(INCORPORATED 1844.)
CASH ASSETS, over $350,000.

ALL CLASSES OF RISKS
covered against Marine Perils.

TIME POLICIES ISSUED
with liberal conditions.

THE ENGLISH COLLISION OR RUNNING DOWN CLAUSE inserted in Policies, on Time and by the Voyage, Apply to
HENRY R. RANNAY,
Agent for New Brunswick,
apr8 78 PRINCE WM. STREET.

NOTICE OF REMOVAL!
GEO. P. CALDWELL, M. D.,
DENTIST,
HAVING REMOVED from 65½ King street, can now be found at 149 GERMAIN STREET, opposite Academy of Music, St. John, N. B. may5

W. T. COLEMAN, M. D., M. R. C. S. ENG.
FORMERLY Surgeon to Toronto Eye and Ear Infirmary.
Practice limited to disease of the Eye and Ear.
OFFICE: 82 GERMAIN STREET,
Corner North Market Street,
St. JOHN, N. B.
Hours—10 to 12 and 2 to 5. april 14—y

Portland Foundry.
JOSEPH McAFEE,
(Late ARCHIBALD McAFEE,)
WAREHOUSE:
Main Street, Portland, St. John, N. B.
AGRICULTURAL IMPLEMENTS.

MANUFACTURER OF
COOKING STOVES,
SHIP, PARLOR AND OFFICE STOVES,
MILL CASTINGS.
Ship Windlasses, Capstans, and Ship Castings of all kinds made to order.
PATTE & FRAZER'S PATENT SHIP PUMP, with Copper Chambers.
Lead Scuppers and Water Closets, and all Goods in my line for Ships' use.
☞ Work done to order with quick despatch. ☜
july29 1y

SPRING GOODS.
JUST received and opened for inspection, ex R. M. steamer *Hibernian* from Liverpool, and Intercolonial Railway from Montreal:—2 Cases and a Bale, comprising Double Milled St. wool dyed Blue Cloth; West of England Welted Green Vicenas; West of England Treble W. Black and Blue Meltons; West of England wool dyed Black Beaver; 8lb Worsted Cloth; West of England wool dyed Indigo Blue Doeskin; West of England wool dyed Black Oxford and Steel Deerskins, with a full assortment of Canadian Tweds, from the manufacturers who obtained the only Gold Medal granted at the Centennial Exhibition for superior manufacture. Further extensive additions to our stock lately expected from London, rendering it second to none in the trade, and which being laid in on the most favorable terms, for prompt payment, enables us to offer inducements to intending purchasers, seldom met with.
A. & T. KILMOUR,
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St. John, N. B.

PAPER HANGINGS
That will Suit Everybody!
Brushes! Brushes!
FOR ALL KINDS OF WORK, AT THE CHEAPEST PRICES.
BLAKSLEE & WHITENECT,
47 GERMAIN STREET,
apr21 3m Opp. Country Market.

FANCY FLOWER POTS!
Just received:—A splendid assortment of
HANGING FLOWER POTS,
BRACKET do. do.
CORNER do. do.
FERN do. do.
WINDOW do. do
For sale cheap at H. ROBERTSON'S,
may5 5 KING SQUARE.

Sugar, Molasses, Arrowroot and Cocoanuts,
THE Cargo of the schooner Sarah L. Davis, Cottrell, master, from Port of Spain, Trinidad:—
355 Casks, 54 Tierces, } CHOICE MUSCOVADO MOLASSES;
38 Barrels,
10 Casks MUSCOVADO SUGAR;
50 Tins ARROWROOT;
4000 COCOANUTS.
For Sale by
june 2 JARDINE & CO.

New Advertisements.

NO RISK!

Thomas' Eclectric Oil. Worth Ten Times its Weight in Gold. Do you know anything of it? If not, it is time you did.

Pain cannot stay where it is used. It is the cheapest medicine ever made. One-dose cures common Sore Throat. One bottle has cured Bronchitis. Fifty cents' worth has cured an old standing Cough. One or two bottles cure bad cases of Piles and Kidney Troubles. Six to eight applications cure any case of Excoriated Nipples or Inflamed Breast. One bottle has cured Lame Back of eight years' standing. Daniel Plank, of Brookfield, Tioga County, Pa., says: "I went thirty miles for a bottle of your Oil, which effected a wonderful cure of a Crooked Limb by six applications." Another who has had Asthma for years, says: "I have had of a 25 cent bottle left, and $100 would not buy it if I could get no more."

Rufus Robinson, of Nunda, N. Y., writes: "One small bottle of your ECLECTRIC OIL restored the voice where the person had not spoken above a whisper in five years." Rev. J. Mallory, of Wyoming, N. Y., writes: "Your ECLECTRIC OIL cured me of Bronchitis in one week."

It is composed of six of the best Oils that are known. Is as good for internal as for external use, and is believed to be immeasurably superior to anything ever made. Will save you much suffering and many dollars of expense.

BEWARE OF IMITATIONS—Ask for Dr. Thomas' Eclectric Oil. See that the signature of *S. N. Thomas* is on the wrapper, and the names of Northrop & Lyman are shown in the bottle, and *take no other*. Sold by all medicine dealers. Price, 25 cents. NORTHROP & LYMAN, Toronto, Ont., Proprietors for the Dominion.

NOTE.—*Eclectric*—Selected and Electrical.

READ CAREFULLY.

Samuel Osborne, Sophiasburg, says—"I was affected with Dyspepsia for nearly four years, my lungs becoming affected towards the last. I was induced to try the "Shoshonees Remedy." After using three or four bottles I felt much better, and gained strength rapidly, my health improved steadily and rapidly, and when I had taken three or four bottles more, I was quite restored to health and strength, and have experienced better health than for twenty years before. I had been under the treatment of physicians before, but never received material aid until I used your remedy."

A McKay, Truro, N. S., says—"he was very bad with Liver Complaint, but used the 'Shoshonees Remedy,' and in a month was as well as he had ever been in his life. I am now in business and wish you to send me three dozen by steamer."

A. Wood, Moncton, says—"That he has tried the 'Remedy' for Liver Complaint and Dyspepsia with great success. I have also used the 'Shoshonees Pills,' and find that they are as good as any I ever tried."

Rev. John Scott says—"Mr. McKenzie Rotting suffered from an attack of rheumatism, and was unable to move without help; but after taking a few bottles of the 'Shoshonees' was able to walk as well as ever."

Price of the Remedy in pint bottles $1; Pills 25 cents a box

For sale Wholesale by H. H. BAKER & SONS and A. CHIPMAN SMITH, St. John. AVERY, BROWN & Co. and FORSYTH & Co., Halifax.

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Constitutional CATARRH REMEDY.
CATARRH CANNOT BE CURED BY Snuffs, Washes or Local applications. It is a weakness o the constitution, developing itself in the nasal organs first, afterwards extending to the throat and lungs, ending generally in Consumption, if not checked by proper remedies. Pains in the head, back, loins, and weakness in the kidneys, are its attendant diseases. More people have Catarrh than any other disease, children as well as adults. It is easily cured. Thousands of cases, some of FORTY years standing, have been entirely cured by the GREAT CONSTITUTIONAL CATARRH REMEDY.
Price $1.00 per bottle. For sale by all Druggists and Medicine Dealers. Send stamp for "Treatise on Catarrh and Certificates to back the above, to
T. A. B. HARDING, Brockville, Ont.,
sep 30 1y Agent for the Dominion and Provinces.

Established 1835.
GILMORE & CO., Attorneys at Law,
Successors to Chipman, Hosmer & Co.,
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Patents procured in all countries. NO FEES IN ADVANCE, charge made unless the patent is granted. No fees for making preliminary examinations. Special attention given to Interference Cases before the Patent Office. Extensions before Congress. Reissues. Suits in different States, and all litigation appertaining to Inventions or Patents. SEND STAMP FOR PAMPHLET OF SIXTY PAGES.
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Claims prosecuted in the Supreme Court of the United States, Court of Claims, Court of Commissioners of Alabama Claims, Southern Claims Commission, and all causes of war claims before the Executive Departments.
Arrears of Pay and Bounty.
Officers, soldiers, and seamen of the late war, or their heirs, are in many cases entitled to money from the Government, of which they have no knowledge. Write full history of service, and state amount of pay and bounty received. Enclose stamp, and a full reply, after examination, will be given you free.
Pensions.
All officers, soldiers, and sailors wounded, ruptured, or injured in the late war, however slightly, can obtain a pension, and widows and relatives of deceased soldiers are entitled to an *increase*. Send stamp and information will be furnished free.
Claimants, whose attorneys have been suspended, will be gratuitously furnished with full information and proper papers on application to us.
As we charge no fee unless successful, stamps for return postage should be sent us.
United States General Land Office.
Contested Land Cases, Private Land Claims, Mining Pre-emption and Homestead Cases, prosecuted before the General Land Office and Department of the Interior.
Old Bounty Land Warrants.
Wrongly cash for them. Where assignments are imperfect, we give instructions to perfect them.
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We act as attorneys for such in procuring contracts, making collections, negotiating loans, and attending to all business confided to us.
Liberal arrangements made with attorneys in all classes of business.
Address GILMORE & CO.,
P. O. Box 44. *Washington, D. C.*

WASHINGTON, D. C., *November 24, 1876.*
I take pleasure in expressing my entire confidence in the *responsibility* and *fidelity* of the Law, Patent and Collection House of GILMORE & CO., of this city.
GEO. H. B. WHITE,
(Cashier of the National Metropolitan Bank.)

CHEAP HAT AND CAP STORE.
57 Germain Street,
ST. JOHN, N. B.
THE Subscriber most respectfully informs his friends and the public generally, that he has returned to the city, and will be glad to meet his old friends and as many new ones as will favor him with a call. In stock, all the leading styles in Men's, Youths' and Children's
HATS AND CAPS,
at prices to suit the times.
Railway, Steamboat and Centennial Caps, in Silk, Cloth, and Cotton, Cricket and Base Ball Hats, new styles.
Ladies' and Misses' Felt Hats in stock and made to order. A perfect fit guaranteed.
ROBERT MAGEE,
57 Germain street, 2 doors above Chalmer's Corner,
St. JOHN, N. B.
N. B.—Silk Hats dressed and altered. Charges moderate
may 12

ENGLISH HARD HATS.
WE HAVE JUST OPENED A CHOICE ASSORTMENT OF ENGLISH HARD
FUR AND FELT HATS.
Also—The latest styles in American Soft and Stiff FUR AND FELT HATS, in Mens, Youths and Childrens' wear
The Latest Broadway Style Silk Hats
made to order at short notice.
BARDSLEY BROS.,
may 12 36 King street,
SIGN OF SILK HAT.

Buckwheat Flour, Maple Honey, &c.
2 TONS BUCKWHEAT FLOUR,
1 ton MAPLE SUGAR,
25 gallons MAPLE HONEY, in one gallon cans,
250 lbs. SUPERPHOSPHATE OF LIME, Crosby's Stand & Reid's,
3 tons PERUVIAN GUANO, LANDPLASTER, Ground Bones, Bone Meal, &c.
For sale by
may26 JARDINE & CO.

THE WATCHMAN
goes to press every Friday evening at the office: *Old Post Office Building (up stairs), Canterbury Street.*
TERMS FOR SUBSCRIPTION: $1.00 a year in advance. To Clubs in the country, $1 a year.
ADVERTISEMENTS inserted by the month, quarter or year at moderate rates. Transient advertisements $1 per inch first insertion; 50 cts. each subsequent insertion.
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JOHN LEVINGSTON,
PROPRIETOR AND EDITOR.

PRINTED BY McMILLOP & JOHNSTON, CANTERBURY STREET

The Watchman.

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

REMARKABLE COINCIDENCES.

Not infrequently it is remarked that the same great thought is born in great minds at almost the same instant, though oceans, mountains, continents may separate the aforesaid minds. Again, in book making, and even in editorial writing, it happens that the same spirit has, all unknown to the possessors, moved the pens of different authors and writers, producing an unconscious and unintentional likeness which is worthy of careful study. It would appear that Railway engineers are not different from their fellow-men,—that is, not the smaller fry, but great men,—men who will live in history,—such men, for instance, as Sandford Fleming and Walter M. Buck. Coming recently on a pamphlet published by Mr. Buck in 1869, entitled "An Account of the St. Andrews and Quebec Railway, being the Original Inter-Colonial Railway," from its first inception in 1835 to the present time, 1869," we found that it strikingly foreshadowed many things which are produced and dealt with by Mr. Fleming in 1876 in his "History of the Inter-Colonial," published by the Government of Canada. The coincidences in the researches of the two Engineers and historians were, to say the least, quite remarkable. A synopsis of a few of the parallel cases will probably interest the reader of ordinary intelligence.

In his dedicatory letter to the Hon. Alexander Mackenzie, Minister of Public Works and Premier of Canada, Mr. Fleming says:—"Although it may be said," etc., and concluding—"I have striven honestly to place on record what has passed under my own notice, and what I have gathered from official documents and from public records."

As a coincidence, to begin with, both the History and the Pamphlet refer to Mr. Henry Fairbairn and his letter taken from the *United Service Journal*, 1832.

Page 8 of Fleming's History has a paragraph commencing—"The commercial importance of the undertaking," etc., and concluding, "the Association was at once organized," etc., with a list of names of the members appended at the foot of the page.

The Buck pamphlet refers to the same matter, and gives the Resolutions in full, and also the same list of members of the Association.

Page 11 of the History gives an estimate of the cost of construction, and of the probable traffic.

Pages 8 and 9 of the Pamphlet give the very same information and precisely the same estimate of cost and traffic.

Page 8 of the History refers to the appointment of Geo. M. Smith and Mr. Haliheway as undertaking the first exploratory survey; so does the Pamphlet, page 3, giving the route surveyed in full.

Page 12 of History, commencing, "The day after the arrival," etc., and that the "Munificent donation, etc. This also appears *verbatim* on page 11 of the Pamphlet, together with the Resolutions in full conveying thanks to His Excellency, Sir Archibald Campbell.

The History next quotes an article from the *St. John Courier*, Feb'y 25th, 1836. The Pamphlet also quotes the same article.

Page 13 of the History, alludes to the exploration made by Captain Yule. The Pamphlet gives at greater length (pages 14 and 15) an account of this exploration, with the mileage.

At page 14 of the History, there is a quotation from the *New York Press*, of July 20th, headed "A Great Project." The pamphlet copies the same article from the New York *Express* and gives credit to the St. Andrews *Standard*, of August 11th following, for that information.

From page 15 the History wholly refers to the "Bonndary Question." The Pamphlet refers to the same, giving also the diplomatic correspondence and an interesting letter from Captain Yule, London, 29th November, to the members of the Association; also a letter from Sir John Harvey, Lieut.-Governor, to the Secretary of the Association, explanatory of the suspension of Captain Yule's surveying operations.

At page 41 of the History, Mr. Fleming says: "The year 1845 will be long remembered as that of the great railway mania in the United Kingdom." At page 19 of the Pamphlet, the second period from 1845 to 1850, Mr. Buck says: "The year 1845 was the memorable period of the great railway mania and commercial panic throughout England." This is the closest coincidence that could possibly be, unless a *verbatim* copy.

On page 43 of the History we find: "The settlement of the 'Boundary Question' had placed St. Andrews at a great disadvantage," etc. On page 20 of the Pamphlet we read: "Matters were now touching an important crisis with the Association, * * * and concluding: "a while a sensational panic among the projectors of the parent line."

At page 43 of the History is copied a letter from Lord Ashburton to Capt. Robinson, R. N. On page 30 of the Pamphlet the very same letter appears, which had been obtained through the representations of the agents, Capt. Robinson and Moses H. Perley, Esq., who were sent to England.

Page 41 of the History introduces Mr. William Brydges in connection with a railway through British North America. Page 30 of the Pamphlet also introduces the same gentleman as Secretary of the London Board of Directors, there being also at this time a Colonial Board of Directors and Secretary, S. H. Whitlock, Esq. The names of the London Board of Directors are given, page 31, with the right Hon. the Earl Fitzwilliam, President.

Page 42 of the History states: "On the 24th of the same month a special meeting of the Chamber of Commerce of St. John was held. * * * Resolutions were passed, thanking the deputation for the information they had given," etc. Page 20 of the Pamphlet gives the same account, and says that a Mr. Patterson, one of the Standing Committee, (in 1837) addressed the meeting and assured those present," etc.

Page 43 of the History: "In November following, the Chamber of Commerce, St. John, held another meeting and presented a report to the Government," etc. Page 21 of the Pamphlet says: "St. John had now entirely ignored St. Andrews as a terminus, and the *Courier* did not reiterate its former opinion of 1836, etc., * * * the line to be extended by steamboat, *via* Annapolis, (the present route) to Halifax."

Page 43, History: "On the other hand the people of St. Andrews continued their exertions in behalf of their own project. Subscription lists were opened, the capital asked for being £750,000 in £25 each. Page 22 of the Pamphlet reads: "Despite the efforts made in England by this Company for the advancement of their rival project, the Acting Committee worked away with all the greater energy. * * * During the month of December (1845) a subscription was opened * * * the capital stock of the Company being £750,000 divided into 30,000 shares of £25 each.

Page 46 of the History says that Captain Pipon having been drowned in the Restigouche, "in an attempt to save the life of a boy, the whole duty then devolved upon Mr. Henderson (now Col. Henderson) until the summer of 1847, when Major Robinson, of the Royal Engineers, was appointed to take the place of Captain Pipon." Page 35 of the Pamphlet says: "At this period (Sept., 1848,) we learn from a Halifax journal that the Surveying Party which had been sent out by the British Government to explore the route for the Halifax and Quebec Railway, had completed their labors and were about to return to England. This Survey had been conducted by Captains Robinson and Henderson, of the Royal Engineers."

Chapter 6 of the History first treats of the location of the Line, and states: "The Railway would in this case, in all probability, have followed the general course of the route surveyed by Captain Yule in 1837 for the St. Andrews and Quebec Railway. * * * Owing to certain political influences Captain Yule was bound by his instructions to pass the north of Mars Hill; thus his line was deflected out of the direct course to the seaboard." The Pamphlet informs us that "the whole of Captain Yule's exploration was through what was then claimed as British territory, the north eastern boundary line of Maine being only defined from Monument Brook to Mars Hill, which latter was the pivot or turning point of discussion and diplomacy as to the direction from thence on any point of the compass. It was not until the year 1842 that the Boundary Line Question was finally settled by the Ashburton treaty, by which unfortunate arrangement the lion's share was yielded to the United States," etc. Captain Yule's own views, as quoted in the Pamphlet, are thus expressed by himself: "With respect to that part of your letter which you do me the honor to ask me to give my views," etc.

Page 79 of the History says: "A controversy arose between the advocates of different routes through New Brunswick; the Press teemed with articles on the subject. * * The chief contest was between a Northern or Bay Chaleur route, a Central route, and a Frontier route, by the Valley of the River St. John. * * The advocates of the Frontier route set military considerations altogether aside; they contended," etc.

We believe that one of the most notable of these Pamphlets, in advocacy of a Frontier route, was written and published by Mr. W. M. Buck, bearing date St. Andrews, September, 1867. With reference to this production, the Hon. Peter Mitchell is reported in the *Union Advocate* of February 4, 1874, to have said at the hustings on Nomination Day in Newcastle, that "three days before the discussion came on, ably written pamphlets were placed upon the table of each member, in favor of the shorter route by the Valley of the St. John, shewing that a line could be constructed there, but never referring to *the mountains and obstacles* on the way. One of these was by his friend, Mr. Buck, an able engineer, and he must be candid enough to say that he found Mr. Buck's arguments *the most difficult to overcome*," etc.

We have now pointed out some remarkable coincidences in the recently published History of the Inter-Colonial, (1876) by Mr. Fleming, and its former predecessor, the Pamphlet on the Original Inter-Colonial, (1869) by Mr. Buck. The fact that the former should confirm and corroborate, in form and substance, the statements and figures made and given in the latter, and that there should be such a close alliance in their "early" historical researches, speaks well for the truth and accuracy of both these gentlemen, so far as they keep each other company, or rather, more properly, so far as the one follows the other after a lapse of seven years; and as they so well agree in matters of fact, why should they not equally harmonize on subjects of fiction. We have read a sensational work, (and who hasn't?) the joint production of two gifted minds, and entitled "Foul Play," and we venture to suggest that the Engineering portion of humanity, in particular, might some day within the next seven years be electrified by twin "Chiefs" producing a startling work, which, in contradistinction to the one already published, might appropriately be styled "Fair Play." Mr. Fleming, *seniores priores*, could take the leading character and depict a canny, long-headed Scotchman, with great ability for imitation, while Mr. Buck could, in his turn, follow next in delineating an original character, such as a blunt, humorous Irishman; but the gravity of the thought suggests reflections, and we leave this book-boundary question to the "course of time." We give Pollock credit for this last expression.

THE LATEST VERSION.

It will be remembered that the Mackenzie Government took credit for cancelling the Anglin Printing Contract "so soon as it came to their notice" that a member of Parliament was doing Government work. That is to say, they cancelled it because of their regard for the independence of Parliament. Mr. Anglin, in his *Freeman*, has been defending the Government all through and maintaining that no bribe was intended by the Government. But when he goes before his constituents a very different story is told. He spoke at Tracadie last week, and is thus reported in the *Telegraph*:

TRACADIE, June 2.—Mr. Speaker Anglin spoke here last evening. He had a small audience, and is not strong in this parish. He read letters from Bishops Sweeney and Rogers. The former defends him against the imputation that he deserted the Catholics on the school question. He (Mr. Anglin) says that *Mr. Huntington took the post office printing from him for his outspoken defence of Catholics against his (Huntington's) Argumentail attacks.* He says that Mr. Bowell, the Orange Grand Master, and other Protestants are persecuting him, and he claims the support of the constituency on the ground that he has done more for the country ten years than any other could in twenty; that he is the leading Catholic layman in the Dominion, and this Catholic constituency should be proud of him.

The *Telegraph*, commenting on Mr. Anglin's explanation of his loss of the printing contract, says:

The ground taken by the member for Gloucester appears to be that the bestowal of the Post-office printing was a wicked attempt to close the Catholic champion's mouth, or arrest his pen; that it did so for a time, otherwise the "persecutors" would have been "on his track," but that the moment he spoke out as a genuine Ultramontane champion, the printing was withdrawn by the cruel persecutors. As the newspapers say, this is "interesting, if true." The fact was not brought out before the Committee on Privileges and Elections, and it is probably new to our readers. It is difficult to know what to think about it. The local members of the Dominion Government, no doubt, could, if they would, explain the whole thing. The versions given of this printing business are on the increase, and it would be well to know the exact state of the case. The Minister of Customs and the Minister of Marine and Fisheries, both of whom are now among their constituents, could doubtless cast light on the subject, and it is needless to say that any statement they might make, formally or informally, would be read or heard with great interest, and would receive the attention due to it. As the Government is now assailed in the person of the Hon. Mr. Huntington, it would seem to be no more [illegible] right that the Hon. Mr. Smith [illegible] Burpee should come to [illegible] leagues.

Messrs. Sm[illegible] reconcile M[illegible] stituents with the repeated declarations of the Government. But the questions come up:—Why did not Mr. Anglin make his statement, as to the reason for cancelling the contract, on the floor of Parliament? Or, if not there, why not before the Committee on Privileges? Why has he allowed so many reasons, besides the correct reason, to be assigned by members of the Government without contradiction? And why does he leave the impression that, if re-elected, he will again accept the Speakership from the Government whose Postmaster General sought to muzzle him for the free expression of his opinions through the Press?

Mr. Anglin's statement at Tracadie appears to confirm Mr. Costigan's contention in the Commons, to wit, that the giving of the Speakership and the Post Office Printing to Mr. Anglin was regarded as a means of silencing him in relation to certain public questions. Mr. Anglin now tells us that the Government in the person of their Postmaster General took this view of the matter. They expected he would keep silent in reference to religious questions, and because he did not do so the Post Office Printing was taken from him! If Mr. Anglin is truthful, the Government got it certainly false. And yet, Mr. Anglin defends the Government through thick and thin in his *Freeman*, having given his readers to understand, only a few weeks ago, that the acts of the Government since their accession to power have been almost irreproachable, and that all the Opposition stories are mere lies and inventions.

It is difficult to understand these Grits. In their home broils they call one another very ugly names occasionally; they even stigmatize each other's acts as scandalous, if not infamous. But when attacked they declare that everything is lovely; that they are, one and all, perfectly irreproachable; and that, all things considered, the Grit Party has been Heaven's best gift to Canada. Their ways are, indeed, past finding out.

THE LATE RAILWAY ACCIDENT.

PLACING THE RESPONSIBILITY ON THE RIGHT SHOULDERS.

[From the Moncton Times.]

This accident was immediately due to an oversight of Mr. Boggs, Train Despatcher at Truro, who omitted to detain one train at Athol until the other arrived. Mr. Boggs, of course, has been dismissed; but while we think that he has been properly dealt with, we are also of opinion that the Management of the railway is chiefly responsible for this serious occurrence. In the first place, owing to laxity in discipline, of which we have often complained, Train Despatchers who have run one train on the time of another have never been properly dealt with. Within a year there must have been at least a dozen of such cases, and we never heard of but one officer being dismissed therefor, and in the case of that officer the dismissal was not ordered until the offence had been committed the *third* time. Now it must be evident that there ought to be no excuse for an error of this kind, whether an accident occurs or not. No man under any circumstances should be kept in a position to repeat a mistake of this character. There might be less objection to the transfer of such men to other places in the service, but where their offence is condoned and they are retained as Train Despatcher, the public have a right to complain. For an office of such tremendous responsibility as that of Train Despatcher, a clear head and calm nerves are indispensable, and the man who once proves to be lacking in these particulars cannot be retained without the Management sharing in the guilt of his second blunder. On this ground we hold that the superior officers of Mr. Boggs, because of their previous lax treatment of similar offences by others, are greatly to blame for this catastrophe. They are also to blame for some of their failure to supply sufficient help in the Train Despatching department at Truro. There have usually been three hands employed in this office, but of late one of them has been absent and another was sick for several days, the consequence being that Mr. Boggs was kept on duty day and night and completely worn out in the service. We are told that for nine days previous to the 28th he was unable to get more than a few hours unquiet rest, being obliged to perform continuous duty in consequence of the niggardliness or carelessness of the Managers, who failed to send necessary help. How could such a man be supposed to be clear-headed and efficient, and what is to be thought of such a system, which, with paid officers and loaf-ers in almost every department, permit an official so greatly overworked to continue in charge of such weighty interests as those connected with train despatching at Truro?

Let justice be done. Mr. Boggs has made a mistake—no worse a mistake than a dozen others have made before him with the utmost impunity—and he is properly dismissed, but his predecessors should have been. But while he is punished let not those who are much more to blame escape scot free. The Management must see that a searching investigation shall be had, and if the facts are found to be as we have stated them, then let not Mr. Boggs alone be held to blame for a failure of duty which he could not have imposed on himself. He is, we believe, a conscientious, painstaking and hard working officer. Had his superiors been like him in these particulars, this serious accident would never have occurred and Mr. Boggs would not be bearing the penalties which morally belong to others.

EXTENT OF DAMAGE BY THE ACCIDENT,—OVERWORKING THE SUBORDINATES.

[From the Halifax Herald.]

On Monday night a serious accident occurred on the Intercolonial Railway. Particulars, or something approaching to particulars, were handed to us the same night, and published in the morning. In reference to this notice, we find the following in the *Morning Freeman*, Mr. Anglin's paper:

"SIR:—I notice in the papers this morning from Halifax *Herald*, that in the last accident on the Intercolonial two engines and 40 cars were smashed; damages $80,000. Supposing the whole of them were annihilated, the loss would be, taking them all at the cost of new ones, without a day's wear:

40 cars at $350,	$14,000
2 new engines, at $7,000	14,000

Any person knows that it is impossible to damage the wheels and axles of cars more than half the cost of them, and also that the engines could hardly be injured so badly as not to be worth half cost. Certain parts, and the most expensive parts too, of an engine are too heavy to be injured."

Mr. Anglin is probably his own correspondent having gone over the line in a special car to inspect the damages and see the scene of the disaster. He might therefore have spoken with something more of confidence. As for ourselves, we did not publish our information as absolutely authentic, nor did we make the slightest unfavorable comment, in haste, on the subject. We have waited for further particulars and for the first notice of an investigation. But we have not forgotten the subject, and do not mean to let it drop without probing to the bottom of the condition of things suggested by the accident.

But, first, as to the amount of the damage done. The *Freeman's* reliable correspondent puts the sum at $25,000—a pretty good round sum; more than the cost of the roadway and works for the year 1875; more than the whole cost of clearing the road of ice and snow; more than the combined salaries of General and Assistant Superintendents train despatchers and clerks; more than a whole month's passenger receipts; and we should think that such a sum, so lost, would have excited some other feeling in the *Freeman* and its correspondent than a paltry desire to correct the *Herald*. The actual loss resulting from this most shameful accident will be nearly as follows:

1 Engine, built at Halifax at a cost of	$11,000
1 Engine, imported	16,000
8 Box Cars, at say $900	7,200
14 Hoppers, at say $400	5,200
	$37,400

If we had put the actual cost at $40,000 we should have been near the mark. It is a serious loss. That sum would pay the whole of the salaries [illegible] the year on the road. And this loss has [illegible] curred through an accident arising [illegible] stated to be the continual and [illegible] of the train de[illegible]

too customary among conductors and train despatchers on the road. We are informed for instance that the Superintendent was complained to of this habit of overworking the men, but whether Mr. Brydges was not willing to remedy the evil, or Government orders to economize were peremptory, the evil was lightly overlooked. And here we have $40,000 worth of public property gone to smash, a man's position probably ruined, and a loss of life only prevented by the mercy of Providence. From great accidents and loss of life the Inter-Colonial has been happily and singularly free, thanks to a good staff of men, faithful conductors, and a good road and new stock. But the minor accidents to property have been serious and not infrequent. Thus we find the following expenses incurred previous to the last report:—

Repairs to Passenger cars (mostly new)	$38,457 09
Repairs to Postal and Baggage cars	6,907 09
Repairs to Freight cars, &c.	49,997 99
	$95,362 08
Add this accident	40,000 00
Total	$135,362 08

If we could get at the bottom of this serious loss we should probably find that it largely resulted from the fact that the road had been starved of men whose duty was the protection of the trains from accidents, and from the fact that the men employed were overworked at their duty, and therefore unable to perform it properly. The responsibility for this state of things must rest somewhere. Does it rest with Mr. Luttrell? Ever since he came on the line we have given him the very fairest treatment. We did not look upon him as the supreme responsible party, because Mr. Brydges and Mr. Mackenzie are, no doubt, still the masters of the situation, and he must take his orders from them. He has received from the Opposition press the kindliest treatment, and so far as we are concerned we did hope that when he assumed the management of the line, there would be, so far as possible, a more liberal and generous treatment of its affairs. Commercially, we believe this has been very much as we expected. And we do trust that he is not responsible for the overworking of the men in the cruel manner which has been represented to us. The reports may be exaggerated; but the traditional management of the road has been a management on "commercial principles" and these "principles" have resulted in nothing but loss to the line, unpopularity for the Government, and general dissatisfaction among the men on the line—the men on whose cheerful service depends the safety of the property of the Government, the goods of the business community and the lives of passengers. We hope that the alleged overworking of the men will be inquired into at once and some authoritative statement published.

PREPARATION.

[From the Toronto Mail.]

We have called upon our political friends in the Dominion to set their house in order without delay for a general election before the end of this year. We are glad to be able to say that our advice has not fallen upon unwilling ears. We notice on all hands evidences of activity, and of a determination to be prepared for the contest whenever it may be sprung upon the country. And such information as comes to us in various ways justifies us in saying that the work of organization is not being