O'Neill, William	laborer,	10 05
O'Brien, John	do	10 05
Owens, Patrick	do	10 05
O'Connell, Bartholemew	teamster,	10 05
O'Neill, John	laborer,	10 05
Osburn, Alexander B	agent,	13 95
O'Donnell, Patrick	laborer,	10 05
O'Connor, Philip	laborer,	10 05
Ouellett, Rev Antoine		13 95
Overy, Rev Henry		17 85
Ohlsen, John	sailor,	10 05
O'Neal, James	laborer,	10 05
Ogler, George	seaman,	10 05
Ogler, George jr	boatbuilder,	10 05
O'Keagan, John	h cart,	2 20
O'Brien, James	laborer,	6 15
O'Connell, Michael	laborer,	10 05
O'Leary, John	seaman,	10 05
O'Grady, Daniel	laborer,	10 05
O'Brien, John	do	10 05
O'Hara, Charles	barber,	7 85
O'Brien, Patrick	cordwainer,	10 05
O'Connell, Timothy	carpenter,	10 05
O'Brien, Patrick	cordwainer,	10 05
O'Brien, James	baker,	6 15
Osborne, Robert	cook,	6 15
O'Connell, Patrick	laborer,	10 05
O'Brien, Edward	do	10 05
O'Brien, Dennis	teamster,	10 05
O'Neill, John	laborer,	10 05
O'Leary, James	do	10 05
O'Leary, John	nail cutter,	10 05
O'Herron, Daniel	cordwainer,	10 05
O'Brien, David	laborer,	2 25
O'Regan, John	do	10 05
P.		
Peters, Thomas W	gent,	704 25
Peters, B Lester	c clerk,	80 25
Peters, Mrs Benjamin L		15 60
Parker, Susan		62 40
Perkins, Ambrose S	estate,	184 86
Pettingill, Thomas	estate,	187 20
Pettingill, James	estate,	78 00
Pettingill, John	carpenter,	5 37
Peters, Susannah	estate,	46 80
Patterson, James	estate,	31 20
Patton, Charles	gent,	197 25
Parks, Thomas	gent,	528 75
Pidler, Mary	estate,	93 60
Potts, William	estate,	12 48
Parks, John H	n r,	78 00
Purdy, John D	estate,	195 00
Price, James	gent,	33 45
Pendrigh, William	n r,	6 24
Paul, Matthew	carpenter,	52 95
Pasco & Greenfield,	n r,	9 36
Peters William	tanner,	205 05
Prichard, Joseph	merchant,	524 85
Prichard, Gilbert R	do	91 95
Pearcey, Samuel,	engineer,	39 69
Proud, Thomas	mason,	29 55
Patton, William	estate,	9 46
Price, Geo Rix	n r,	187 20
Purdy, Obediah	estate,	42 12
Pike, William	carpenter,	20 97
Peters, Hurd	c c,	56 85
Patterson, William J	carpenter,	17 07
Poultoney, Uriah C	estate,	19 50
Peters, Charles H	tanner,	238 95
Paltenon, Sydney B	clerk,	68 55
Paterson, William H	watchmaker,	53 73
Powers, Mark N	undertaker,	64 65
Powers, Oelvin	constable,	17 85
Perry, Malcom	dyer,	49 05
Perkins, Lyman C L	trader,	6 15
Price, James	tailor,	31 11
Peters, James W	n r,	43 68
Porter, William	teamster,	17 85
Purchase, William	watchmaker,	33 45
Purchase, Edward	traker,	62 31
Price, Benjamin P	grocer,	115 35
Philips, George	broker,	27 30
Preston, Henry C	m d,	41 25
Patton, Thomas	merchant,	80 25
Page, Richard R	jeweller,	85 80
Page, William C	do	88 05
Partelow, Sally A		23 40
Patterson, William	messenger,	17 85
Pendlebury, Alfred	painter,	24 09
Perkins, Daniel H	trader,	21 75
Perkins, Edwin L	clerk,	74 01
Patterson, Robert J	saloon,	35 79
Pennoyer, William	estate,	6 24
Pickthall, Mrs. Robert		9 36
Peters, Hon James H	n r,	101 40
Puddington, Robert E	grocer,	105 30
Potts, Joseph W	do	35 05
Peacock, George	gent,	45 15
Plumpton, George W	sailmaker,	16 29
Phillips, Richard	messenger,	22 53
Palmer, Acalus L	barrister,	470 25
Porter, John	clerk,	25 65
Patterson, Alexander	police,	13 95
Perley, William C.	barrister,	134 07
Pierce, Thomas	laborer,	10 05
Pike, Thomas W R	gent,	33 45
Pengilly, Robert	trader,	37 35
Patton, Thomas M	clerk,	19 50
Patton Daniel	grocer,	111 45
Prince, James	trader,	41 25
Purves, George T	grocer,	60 75
Purdy, Mrs		15 60
Potts, Benjamin F	carpenter,	17 85
Pattison, George	tinsmith,	25 65
Peters, Thomas A	clerk,	64 65
Prescott, Gideon	gent,	415 65
Parker, Neville	estate,	98 28
Peters, Albert	tanner,	38 05
Percival, Nathaniel	trader,	49 05
Pallen, James H	painter,	56 85
Poinaros, Manuel	merchant,	205 05
Pickman, Francis W	gent,	56 85
Perkins, Ambrose	do	2 25
Pheasant, Frederick	mariner,	25 65
Pugsley, Gilbert R	barrister,	60 75
Pugsley, William	do	141 09
Perry, Xenophon	grocer,	25 65
Patton, Charles	do	52 95
Patterson, William	laborer,	25 65
Potter, Michael J	clerk,	37 35
Page, Archibald	barber,	10 05
Puddington, James E	grocer,	39 00
Prince, William L	joiner,	76 35
Peiler, Ernest	music dealer,	50 70
Peiler, Carl	do	50 70
Painley, William	clerk,	49 05
Patton, William H	do	25 65
Prichard, Joseph jr	do	37 35
Philps, James	grocer,	37 35
Parsons, Rev Joseph T		21 75
Partelow, George L	grocer,	10 05
Purdy, William H	gent,	134 85
Peters, William Jr	tanner,	17 85
Peters, Abraham F	teamster,	13 95
Piper, Silas	fish dealer,	34 23
Piper, Enoch	fish dealer,	99 75
Peters, Thomas W Jr	barrister,	17 85
Parker, John R	merchant,	41 25
Perkins, Daniel C	customs dep't,	186 42
Prouse, Agnes		19 50
Patten, James	cordwainer,	20 97
Patchell, Robert R	grocer,	13 95
Pratt, William T	engineer,	55 29
Parker, Charles W	druggist,	17 85
Pickett, James M	livery stable,	25 65
Pitfield, Oliver	shipwright,	56 85
Pickthall, Holloway	painter,	10 05
Purchase, William R	clerk,	21 75
Pearson, Robert	hatter,	17 85
Phillips, David	laborer,	16 29
Pender, James	nail maker,	33 45
Patterson, Ellen J	n r,	3 12
Pope, Rev Henry		41 25
Pratt, William J	engineer,	17 85
Porter, John	cartman,	25 65
Philips, Charles	tavern,	10 05
Powers, Thomas F	undertaker,	17 85
Pope, Rev John D		33 45
Potter, Charles E	gilder,	11 70
Price John	agent,	41 25
Patterson, James	merchant,	29 55
Perkins, George E	clerk,	17 85
Purdy, Hannah A		101 40
Pitcalthly, Wilson L	bank agent,	125 49
Provincial Building Society,		234 00
Patton, Mary		4 68
Peterson, Nicholas	rigger,	10 05
Powers, Richard	tavern,	13 95
Parker, William	joiner,	10 05
Pine, William	sail maker,	10 05
Peterson, John	laborer,	10 05
Pine, Thomas	sailmaker,	10 05
Pengrily, Thomas M	clerk,	10 05
Pickett, Willett	laborer,	6 15
Peebles, George	tailor,	10 05
Palmer, Philip	attorney,	17 85
Phippen, Thomas	seaman,	10 05
Peck, Austin	seaman,	10 05
Prince, Thomas	engineer,	21 75
Phillips, Andrew	carpenter,	10 05
Perrin, Thomas	ship joiner,	13 95
Penney, Henry S	bar tender,	10 05
Perley, Henry F	civil engineer,	46 80
Peel, John	carpenter,	10 05
Priest, Henry G	clerk,	17 85
Partelow, Charles J	grocer,	13 95
Pine, Charles	sailmaker,	10 05
Paul, James	carpenter,	10 05
Paul, Andrew	carpenter,	10 05
Parker, Charles	bookkeeper,	10 05
Pernell, Isaac	seaman,	6 15
Phillips, Samuel	laborer,	6 15
Pitman, John	carpenter,	10 05
Pitman, William	cordwainer,	10 05
Penney, William L	hatter,	13 95
Panley, Andrew	tailor,	13 95
Pattison, Andrew	tin smith,	10 05
Powers, Stephen	clerk,	13 95
Pettey, George	harness maker,	10 05
Peterson, Peter	waiter,	10 05
Porter, Henry	clerk,	17 85
Phillips, John	saloon,	10 05
Peterson, Peter A	cabinet maker,	10 05
Parker, Charles C	curator,	17 85
Paul, William	joiner,	10 05
Parkin, Robert	reporter,	10 05
Porteous, George F	cooper,	10 05
Prince, Oscar	laborer,	10 05
Price, J Nelson	hotel,	21 75
Price, George	do	21 75
Porter, William	mariner,	13 95
Perkins, Gilbert J	watchmaker,	10 05
Parker, Albert D	hotel,	21 75
Price, John	laborer,	10 05
Proctor, John	blacksmith,	13 95
Pratt, Andrew	do	10 05
Park, Thomas	tailor,	10 05
Powers, Thomas	carpenter,	10 05
Phillips, William	laborer,	10 05
Pickett, Henry W	grocer,	13 95
Proud, Edward J	mason,	10 05
Parsons, Levi	carpenter,	10 05
Paddock, Thomas	laborer,	10 05
Proud, Thomas jr	mason,	10 05
Palmer, Francis	sloven,	10 05
Palmer, George W	do	10 05
Patchell, Edward	grocer,	10 05
Petty, George	carpenter,	10 05
Patterson, Francis	laborer,	10 05
Parlee, Nelson	do	10 05
Perkins, William	do	10 05
Perry, Lewis	trader,	13 95
Purdy, Frederick R	clerk,	13 95
Perry, John L	carpenter,	10 05
Parlee, George Z	com merchant,	13 95
Pine, Jeremiah	painter,	10 05
Pearce, Gabriel	teamster,	10 05
Price, Archibald	laborer,	10 05
Purdy, Samuel	joiner,	10 05
Purdy, William	do	10 05
Puddington, John	sloven,	10 05
Penery, John	joiner,	10 05
Paterson, Alexander G	watchmaker,	10 05
Polley, Robert	gent,	2 25
Peacock, George	laborer,	10 05
Pierce, Robert	barber,	7 80
Porteous, Charles	acct,	41 25
Plummer, Thomas	clerk,	13 95
Pierce, Patrick	mason,	10 05
Pennery, Joseph W	clerk,	17 85
Pullen, Frederick	painter,	13 95
Poppleton, William E	clerk,	13 95
Proxton, Charles	tailor,	13 95
Porteous, Frederick	clerk,	13 95
Paddock, Morris E	do,	13 95
Patrick, William	laborer,	10 05
Patterson, Robert B,	clerk,	17 85
Patton, Robert	machinist,	10 05
Porters, James S	clerk,	17 85
Patterson, David	gilder,	10 05
Pitman, Christopher	laborer,	10 05
Q.		
Quaintance, Thomas	estate,	23 40
Quick, Augustus	merchant,	166 05
Quirk, William	laborer,	8 49
Quayle, Edward	estate,	54 60
Quinn, Patrick	laborer,	11 61
Quinn, Robert C	hatter,	25 65
Quigley, Mrs Bernard	n r,	4 68
Quinn, William H	trader,	91 95
Quirk, Edward	laborer,	17 85
Quinton, William	bdg house,	17 85
Quinn, Neil	laborer,	10 05
Quinn, David	mariner,	10 05
Quinn, John	seaman,	10 05
Quinn, Thomas	laborer,	10 05
Quinn, William	pilot,	10 05
Quirk, Michael	laborer,	10 05
Quinn, Patrick J	clothier,	17 85
Quinn, James	laborer,	10 05
Quigley, James	laborer,	10 05
Quigley, William	tailor,	10 05
Quigley, William jr	tailor,	10 05
Quigley, William	carpenter,	10 05
Quinlan, Michael	do	10 05
Quirk, John	laborer,	10 05
Quinn, John	do	6 15
Quinn, William	tailor,	10 05
R.		
Reed, Thomas	estate,	71 76
Read, Joseph	do	23 40
Raymond, Charles E	carpenter,	27 21
Robertson, Robert	n r,	15 60
Robertson, William A	n r,	93 60
Robertson, Duncan	estate,	93 60
Robertson, William A	do	109 20
Robertson, Hon John	n r,	1630 20
Robertson, Duncan	barrister,	111 46
Robinson, Beverley	gent,	318 15
Robinson, Louisa A	estate,	62 40
Robinson, Celia,	estate,	31 20
Robinson, James	estate,	148 20
Robinson, Thomas	merchant,	401 61
Robinson, Charles	estate,	23 40
Robinson, Thomas W	clerk,	37 35
Ray, Gilbert T	estate,	171 09
Ray, Amelia		62 40
Rankine, Thomas	baker,	156 69
Rankine, Thomas A	baker,	115 35
Rankine, Alexander	baker,	107 55
Richey, John	baker,	19 41
Riley, Robert	teamster,	33 45
Riley, David W	teamster,	10 05
Riley, John	teamster,	10 05
Rhodes, John	estate,	23 40
Roop, John	sailmaker,	70 11
Robertson, James M	estate,	23 40
Reed, James	estate,	15 60
Ritchey, Marmaduke	blacksmith,	37 35
Ritchie, Hon William J	n r,	351 00
Ring, Zebedee	merchant,	774 45
Reed, James	merchant,	881 40
Reed, Robert	merchant,	949 95
Ruel, James R	collector customs,	466 29
Ruel, Sophia M		71 76
Robertson, Henry	estate,	159 90
Robertson, John D	tobacconist,	41 25
Robertson, Andrew D	tobacconist,	41 25
Raymond, Thomas F	clerk,	29 55
Reid, Rebecca		62 40
Rankin, John	deputy sheriff,	30 33
Read, James	pilot,	10 05
Rankine, Thomas	n r,	5 46
Ritchie, William	carpenter,	15 51
Robinson, James	clerk,	76 35
Rafferty, Michael	founder,	2 25
Richey, Rev Matthew	n r,	4 68
Reynolds, James	gent,	205 05
Reynolds, Dominic	estate,	4 68
Reed, Thomas M	druggist,	15 60
Riddell, Thomas	joiner,	13 95
Rowan, Archibald	gas fitter,	49 05
Rutherford, Samuel	pilot,	49 05
Rogers, James H	painter,	49 05
Rolston, John	carpenter,	10 05
Reed, John	laborer,	3 81
Robertson, Robert		238 68
Rising, William	trader,	56 85
Ratchford, Joseph	carpenter,	19 41
Rodgers, Thomas	laborer,	33 45
Ray, Charles R	merchant,	80 25
Rutherford, Jane		11 70
Richey, James	painter,	24 87
Ross, John	engineer,	17 85
Rourke, William P,	carpenter,	15 51
Russell, John	merchant,	80 25
Reynolds, Samuel	laborer,	6 15
Robinson, Thomas M	clerk,	31 20
Russell, Jane		13 26
Russell, Miriam		15 60
Ratcliff, Mrs Thomas		9 36
Reid, William	estate,	11 70
Reed, J Marshall	merchant,	25 65
Russell, William R	clothier,	56 85
Rankine, Archibald	merchant,	31 20
Ruggles, Charles F	merchant,	33 45
Robinson, Frederick P	barrister,	6 15
Robinson, Charles	cabinet maker,	29 55
Runciman, John	founder,	25 65
Runciman, William	founder,	32 76
Robertson, Christian A	livery stable,	119 25
Robertson James F	merchant,	212 85
Ranney, Henry R	insurance agent,	103 65
Reid, Thomas	n r,	5 46
Reid, John	blacksmith,	10 05
Russell, James	butcher,	10 05
Robinson, Deborah S		12 48
Richards, Charles L	merchant,	60 75
Robinson, James H	druggist,	17 85
Rolston, Ruth		3 90
Ross, John	saloon,	88 05
Robinson, Charles E	merchant,	111 45
Ryan, Thomas	teamster,	13 95
Ring, Allan M	m d,	41 25
Robertson, T Nisbet	clerk,	25 65
Reid, Eliza J	estate,	7 80
Ring, George F	merchant,	95 85
Rubens, Henry	blacksmith,	29 55
Russell, George	cartman,	2 25
Robertson, George	grocer,	72 45
Ritchey, Robert J	barrister,	33 45
Robinson, James	shoe merchant,	150 45
Ralston, Thomas G	merchant,	148 20
Robertson, Norman	merchant,	49 05
Robertson, Edward	livery stable,	17 85
Rogerson, John	carver,	19 50
Robertson, David D	merchant,	85 80
Roberts, Mary		19 50
Ray, Martha E		15 60
Richardson, Israel T	teacher,	17 85
Rolph, Augustus P	commer'l agent,	41 25
Ryan, John	livery stable,	29 55
Reed, William	sail maker,	10 05
Roberts, Samuel J	clerk,	29 55
Robinson, Robert S	clerk,	17 85
Rainnie, William	n r,	54 60
Robinson, Morris	insurance agent,	41 25
Robinson, T Barclay	insurance agent,	39 00
Raymond, Thomas F	hotel,	127 05
Ring Ann		3 90
Robinson, John M	clerk,	51 39
Robinson, G Ludlow	clerk,	25 65
Riley, Patrick	cartman,	17 85
Richards, John	tavern,	29 55
Rankin, James	gent,	49 05
Ritchie, Robert	grocer,	17 85
Rodgers, John	tailor,	6 15
Rider, William C	police,	17 85
Reid, Thomas	clerk,	17 85
Ryan, John	laborer,	25 65
Ritchie, Ann Jane		49 14
Rich, Mary		23 40
Robertson, Alice K		46 80

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The Watchman.

ST. JOHN, N. B., SATURDAY, SEPT. 23, 1875.

THE STRUGGLE IN THE CONSOLIDATED RAILWAY COMPANY.

There is something hard to be understood in the present position of the Consolidated European and North American Railway, the New Brunswick portion of which is popularly known by the name of "Western Extension." Only one thing seems tolerably clear, namely: that "the leading powers" in that Company have fallen out among themselves, have come into deadly collision, and propose to "fight it out on that line" altho' the railway and its interests should be hopelessly wrecked in the end. It would seem that, at the recent meeting in Bangor, there was a decided separation, Mr. E. R. Burpee and the holder of the proxy for the New Brunswick Government's stock having withdrawn from the meeting after protesting against an election of directors by their opponents of Bangor who, they claim, were voting on stock the issue of which was unauthorized and illegal. The main fact with which we have to deal is that there is open hostility between the two wings of stockholders in the Company, and this leads to the query, Why have these men quarrelled, and what has Mr. Burpee to gain by the quarrel, his interests having, apparently, lain in the other direction, that is, with the Bangor men and the Associate Contractors, for whose benefit the large amount of stock in dispute was issued?

There is an impression that the fight is really one for the future control of the line, and one theory credits Mr. Burpee with the New Brunswick party with seeking to obtain their end by means of the bondholders, with whose English representative these gentlemen appear to be in sympathy, and whom they are supposed to be patting on the back. As the bonds are principally held in England, it does seem possible, in the present crisis of the affairs of the Consolidated Company, that an important advantage may accrue to the party having the support of the representative of the English bondholders. The reason—so this theory asserts—is not far to seek.

The Company have not paid the interest on their bonds due in June last. If the interest remains unpaid for six months, the trustees for the bondholders on the line from St. Croix to St. John (of whom Governor Tilley is the only one remaining, the other, J. Edgar Thompson, of the Pennsylvania Central, having died, and the vacancy not having been filled) may step in and take charge of this portion of the road. We may therefore expect that between the present date and December there will be a fierce struggle for the control of the road, the important point being the payment of the interest now overdue. If the interest be not paid the bondholders will step in and control the road from St. John to the U. S. border, and those local railroad men who, acting with the English capitalists, have a share in that control, will have a most important lever with which to force the Maine men to come to terms. This theory seems plausible, and helps to an understanding of some of the movements at Bangor which, at the time, seemed inexplicable. If, on the other hand, the interest be paid before the expiration of the six months, the bondholders can have nothing to say in the affairs of the company. The men, then, who have broken with the Maine party and are relying for victory in the contest on expected aid from the bondholders, are interested in preventing the payment of the interest within the time allowed. If,—so runs the theory,—they can so embarrass the finances of the Company as to keep them defaulters, they will have secured a potent weapon with which to fight their adversaries, and it would seem that, to ensure victory to this wing of the Company, even bold measures may be necessary.

No doubt, the attachment recently issued against the Consolidated Company's funds and other property, at the instance of Mr. Ruel and Mr. Burpee—Mr. Jardine being absent in Europe, and Mr. Jones, another of the endorsers of the dishonored paper, probably not having been consulted,—would have proved a serious embarrassment, had not the Company warded off the blow,—so report says,—by mortgaging their property in advance and withdrawing their funds from their bankers; and still it is believed the attachment will arrest a considerable amount both of property and money of the Company. The issue of this attachment may not be a part of the programme of embarrassment, but it answers the purpose as completely as if it were specially designed to that end. Again, the non-settlement of the Jewett Estate difficulties come in just now to operate in favor of the men at this end of the line who are fighting G. K. Jewett, E. D. Jewett and their friends of the "Consolidated," since it keeps the latter deprived of that credit and standing in the business community, with the aid of which they might finance to pay the over due interest and so prevent the intervention of the bondholders. This, too, may not be a part of the programme of embarrassment, but it seems to be most opportune, in furtherance of the designs of those whose game will be best served by failure to pay the interest.

In connexion with this matter, and as evidence of the hopefulness of those who are fighting the Maine men, it is stated that there is under discussion a proposal to buy or lease from the bondholders the line from St. John to the St. Croix, and the names of E. R. Burpee, Alexander Gibson and others are mentioned in connection with the project, and that the scheme to bridge the St. John at the Suspension Bridge will be revived. As regards the latter feature of the new enterprise, it is, of course, hopeless, for although Premier Mackenzie promised Government aid to such a work on condition that the railways west paid half the expense, his Minister of Finance has just intimated that no new public work of any description will be undertaken in Canada, the finances of the country forbid it, in his opinion, in a deplorable condition. And, besides, the very fact of the parties chiefly interested in the Consolidated Company fighting each other for the control of this road, will reduce the chances of any funds being forthcoming from this railway, even if the insolvent condition of the Company were not a sufficient bar.

This theory and explanation of the difficulties existing in the Consolidated Company we give the public as they have reached us, apparently from good authority. There may be a good deal or there may be very little in them. If the statements are facts, they are apparently known to but few persons, except those immediately engaged in the contest in New Brunswick and Maine, and such men as Mr. Emery, the celebrated railway lawyer of Portsmouth, N. H., who is also out against the Maine men, whom he formerly championed, and probably one or two influential railway men in the West, who are said to hold a similar position of antagonism to their old friends of the Bangor Ring. If they are not facts, it will not be difficult to prove their untruthfulness; and in either case the public cannot lose by their presentation.

Civic Taxes Elsewhere.—A Montreal gentleman,—a young man, whose devotion to the interests of his employers is pretty certain to lead on to fortune,—having called at The Watchman office one day this week, we were curious to learn what amount of taxes he paid to the city of Montreal this year. This gentleman has an income of $1,200 to $1,500 a year, and keeps house in a central part of the city. In St. John he would have to pay from $40 to $50, exclusive of water rates. In Montreal he pays just *six dollars*, besides water rates,—which are about the same in each place! Our readers will readily understand from such facts as these—of which thousands might be cited,—how far our system of civic taxation is contributing to build up St. John.

"ILLITERATE" QUEBEC.

Even the bigotted, sectarian *Freeman* is amazed at the state of affairs revealed in the report of the Superintendent of Education in the Province of Quebec. Here the schools of the majority—the overwhelming majority—are strictly "religious," so-called, or sectarian. They are Roman Catholic schools, pure and simple, the clergy having everything their own way in the management. Of 5,000 teachers, it appears that 1,757 receive salaries *below one hundred dollars a year!* The worth of such teachers, and the value of the education imparted in such schools, can be readily estimated. "Very few," says the *Freeman*, "receive over $400 a year!" Even the *Freeman* being the judge, the large number of Roman Catholic teachers who find more remunerative employment in the "godless" and "infidel" free, non-sectarian schools of New Brunswick, are not as badly off as they would be if this model Quebec system were established as the law of our Province. But these facts convey only a feeble impression of the utter worthlessness of the Quebec "godly" system, which the clergy have been nursing with such jealous care for several centuries. In that Province of a million and a quarter of souls, with its population increasing rapidly, there were in 1873 only 94 more schools than in 1872, the whole number in the former year being only 3,381. As late as 1855, out of nearly a million of people, it seems that only 48,000 children in these schools were "learning to write;" this number was increased in 1873 to 127,000,—still a contemptibly limited number for so large a population. About 88,000 "read well," 100,000 are "learning to read grammar," about 79,000 are in "simple arithmetic," 50,000 or 60,000 are being taught "book keeping, geography and history"—this instruction being given by teachers, one third of whom serve for less than $100 a year! Comparing these figures with the returns which our own Province is able to show under the system which the *Freeman* has been assailing, obstructing and villifying, it will be seen that the Province of Quebec is far behind us, although it should be in advance of every other Province.

The *Freeman* says, apologetically, that "it is always exceedingly difficult to induce an illiterate people to make sacrifices for the education of their children." It may fairly be asked why the people of that Province as a body are so "illiterate?" Why are they so far behind their fellow subjects of the other Provinces in the matter of education? Why are they not as well able to make "sacrifices for their children" as are the people of Ontario or New Brunswick? Quebec is the oldest Province of the Dominion. The French population had the choice of the lands along the St. Lawrence (as their compatriots had in New Brunswick) and instinctively chose the most accessable and the most fertile, and such locations as offered the best commercial advantages. They filled most of the public offices, drew most of the public salaries, and were petted and pampered by the Governments of France and Great Britain. They have enjoyed every benefit which "their religion, their laws and their institutions" were fitted to confer. They have had their colleges, an army of priests and monks and nuns, and far more than their just share of legislative recognition and public appropriations. Then why are the masses of the French of Canada, with all these advantages in their favor,—advantages superior to any possessed by the inhabitants of any other Province of Canada—so "illiterate?" It would seem that with such a start in life as the French of Quebec had, they ought to have outstripped every other division of the population of Canada in worldly prosperity, in education and refinement, in enterprise and genuine progress; whereas they are to-day the least progressive, the least enterprising, the least refined, and the most superstitious and ignorant of any of their fellow subjects. It is, indeed, a melancholy fact that the French masses are but the combustible material with which clerical leaders and politicians are continually threatening the peace of the Dominion; for it is with the aid of this ignorant material that designing Quebec leaders are enabled to interfere with the internal affairs of other Provinces and create "North West troubles" and "New Brunswick schools difficulties," while, left to themselves, at home, the people figure in anti-vaccination riots and Guibord-funeral riots. The *Freeman* ought to explain why it is these people have so many generations been so "illiterate." All the world can see that being "illiterate," they are more easily moulded and handled by clerical and political demagogues of their own faith, but, doubtless, the *Freeman* can find some other reason for keeping these people so long in their "illiteracy."

THE NEW POST OFFICE.

Its Present Condition—The Officials and their Quarters.

The new Post Office, strange to say, will probably not be occupied before the new year, although the work for which Messrs. Causey, Sterling and Emery contracted was finished some time ago, and the contract has been taken off their hands. We are glad to know they have performed their work to the satisfaction of the Board of Works, and thus justified the late Government in entrusting to them the construction of this fine building. Very few mechanics are now at work in the building,—on Wednesday only one or two were there. The delay in occupying the building is said to be due to delay in arranging for the heating apparatus, the pipes for which has just been given to a Boston house, although there was very slight difference between their tender and the offer of responsible parties in our own city.

On the main or ground floor carpenters are preparing to erect the necessary partitions which will separate the working staff of the St. John P. O. from "the public," and to place in position the large number of boxes (said to be from 1,300 to 1,500) designed for the accommodation of those who prefer to receive their mail matter at the office, and to aid in facilitating assortment. The boxes to be hired will all be lock boxes, the necessary brass protection, locks, keys, etc., being similar to those in use in the leading United States offices. There will be drawers for the newspaper proprietors, bank managers and others who will need more space than an ordinary box affords. Messrs. McAvity, it is said, will supply the brass work for the boxes.

The St. John Postmaster and Assistant Postmaster,—who will have offices partitioned off on the Princess St. side; the Stamp Office clerks,—whose position will be in front and to the left of the main entrance; the delivery clerks, who will stand *immediately* in front of the main entrance; the sorting clerks, the letter carriers, and in fact the whole staff of the St. John P. O., will be accommodated on this main floor, except, of course, the care taker, Mr. George Bell, who will reside in the basement, where three rooms have been fitted up for his accommodation,—and very scant quarters they seem to be. There is a secure vault on the main floor, and from the assorting and delivery room there is direct access to the upper stories.

On the second floor are the offices of the Inspector's staff and the Money Order Department. Mr. McMillan has selected the office on Prince William St., next to the Bank of New Brunswick; adjoining is a comfortable lavatory and closet. Mr. Paisley occupies the other Prince William St. office, the one overlooking Chubb's Corner. The Inspector gets the most sunshine; the Deputy secures the best view of the fashions and of Furlong's. Mr. Whittaker's office is next to Mr. Paisley's, on Princess St. The Brussells carpet is ready for laying in Messrs. McMillan's and Paisley's offices. Mr. Everett and his staff will occupy a suite of three offices, Mr. Everett having a very cheerful room in the northwest corner, overlooking the Carleton Ferry landing and the harbor; the other two offices adjoin, on the Princess street side. The rooms on the opposite side of the hall from the last mentioned include closets, common to the occupants of this flat, and store rooms in connection with the Inspector's suite. The occupants of this story enter the building from the alley on the Bank of New Brunswick side.

The upper story of the building, which is unfinished, is divided into rooms, but nothing has been decided as to the use to which this part of the building will be put. From it stairs lead to the roof, whence a magnificent view of the city proper, Portland, Carleton, the harbor, the shipping, etc., may be obtained; and to the Tower, in which "the clock" is to be placed. It is understood that the Dominion architect is highly pleased with the work on the building. The gas fittings, which have been supplied by Mr. Rowan, who executed all the plumbing, are tasteful in design, and seem well adapted to the building. The register grates, which are "neat, not gaudy," have been supplied by Messrs. Young, Hughes and Bowes and Evans. The carpets, thus far, are from Messrs. Hegan. Altogether, the building will probably prove a comfortable home for the twenty odd officials, whose duties will call for their pretty constant attendance.

THERE AND HERE.

Other cities than St. John are troubled by their tax bills. In Brooklyn, New York, the subject enters largely into active politics, and candidates for civic offices are obliged to come out squarely for retrenchment. A few evenings ago, Demas Barnes, one of the first citizens of Brooklyn and a candidate for the mayoralty, in addressing a meeting of the electors gave special prominence to the taxation question. "Here you are, in the Eighth Ward," said Mr. Barnes, "one of the most delightful places that any city in the world occupies. Living near the Bay, and with a location easily drained, and with pure air, its surroundings make it one of the finest quarters of the City. Yet your lots, I am told, can only be sold for one half what they are worth as compared with other cities." How remarkably like St. John! "What is the reason?" asked Mr. Barnes; and he answered his own interrogatory promptly and satisfactorily. "When we undertake to go down to the question of values of property, we find that it depends on the expense put upon it. *Every one per cent. of tax put upon property reduces its value just sixteen* (16) *per cent.*" Such a statement is well calculated to lead to serious reflection, and ought to suggest to every property owner the importance of taking an active part in the management of civic affairs. This point Mr. Barnes urged strenuously saying:—"The question of reform in government is important to all. Where should it begin? Neither Washington nor Albany" [corresponding to our capitals,—Ottawa and Fredericton] "in one sense of the word, was to be cared for, but *every man cared for his own neighbourhood and his city.* No man could be patriotic or public spirited until he had acquired enough of this world's goods, until he had leisure to pass an evening with his neighbours and take an interest in public affairs. The rich man had more interests to protect, and that was the reason he paid more attention to this rather than the poor man." Mr. Barnes then spoke of the City Government, saying that no one man was responsible for its corruption and the enormous addition of thirty-four millions to its debt since 1864, a debt greater than that of the United States at several periods of its history. The laboring man was the bulwark and support of all nations. "It was to such an audience as this that every nation, every tribe, and every city was obligated for its support and received. The last two years had rolled upon us a bad Government. We had seen men who said a national debt was a national blessing, while their pockets were clear up to their shoulders stealing from the Treasury. * * * Since 1865 there had been Senators, Mayors, Aldermen, Supervisors, etc., both Democratic and Republican; but when the tax bills came in, in December, they were found to be gradually increasing every year. This great taxation was sustained to support contractors, at double prices, to support commissions, men who serve without pay, *but go in poor and come out rich*, superintendents of buildings, public charities, etc., all with large salaries."

Mr. Barnes' remarks apply, on many points, to St. John as well as to Brooklyn. The increase in taxation in this city may well alarm property owners, while the worst feature is that those citizens who are the least able to pay are in proportion to their means the most heavily taxed. A depreciation of property,—as pointed out by Mr. Barnes,—must necessarily follow excessive taxation, and the prospect of this adds to the alarm now only too generally felt. Then St. John, like Brooklyn, is maintaining an army of officials, and the last thing that the Common Council thinks of is the feasibility or the propriety of reducing any official's salary or abolishing an office. The people, however, are beginning to demand retrenchment,—economy,—more publicity to the proceedings of the Council, especially to the transactions of its Committees, more deference to public sentiment,—and a little less of that haughtiness which might lead the ignorant to suppose our Councilmen were the rulers rather than the servants of the people. When these all important gentlemen, —the Councilmen and the Cor