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LITERATURE.

A SHOCKING STORY.

BY WILKIE COLLINS.
CHAPTER I.

I hear that the "shocking story of my conduct" was widely circulated at the ball, and that public opinion (among the ladies) in every part of the room declared that I had disgraced myself.

But there was one dissenting voice in the chorus of general condemnation. You spoke, Madam, with all the authority of your wide celebrity and your high rank. You said, "I am personally a stranger to the young lady who is the subject of remark—I am not even acquainted with her name. If I venture to interfere, it is only to remind you that there are two sides to every story. May I ask, in the interests of mercy, if you have waited to pass sentence on her until you have heard what she has to say in her own defence?"

These just and generous words produced (if I am correctly informed) a dead silence. Not one of the women who had condemned me had heard me in my own defence. Not one of them ventured to answer me. How I may stand in the opinion of such persons as these, is a matter of perfect indifference to me. Not because I am a woman of extraordinary fortitude, but because I shall soon be beyond the reach of London gossip and London scandal. My good husband has received a foreign appointment which places us in an honorable and independent position. We leave England in a few days; and we are not likely to return to our own country for some years to come. Under these circumstances may I speak of my heart's gratitude? May I own how anxious I am to stand well in your opinion? I cannot contemplate my approaching departure without feeling eager to satisfy you that I am unworthy of the interest you have taken in seeing justice done to a stranger. I shall be so proud of bearing away with me even the most trifling expression of your sympathy! Will you read my little story, and decide for yourself if I deserve the hard things that have been said of me? Yes, I am sure you will!

CHAPTER II.

Who am I to begin with? I suppose I shall best answer that question by describing myself as one of the fortunate persons who are possessed of advantages of birth. My father was the second son of an English nobleman. My mother was the third daughter of the oldest family in South Germany. I lost both my parents when I was sixteen years old; and I went to live with my uncle (my father's younger brother), who was also appointed my guardian until I came of age. My wife (my aunt by marriage) brought him a handsome fortune. She too belonged to the higher rank of society. You will find, as I go on, that I abstain from mentioning any family names. The motives which—if they do not absolutely lead to my marriage—did certainly hasten it, are connected with the discovery of an event which must never be traced to the persons concerned in it. For this reason I have marked my story with the word "private," and I trust to you not to let it be seen by other eyes than yours. If I mention my uncle by his military title as "the General," and if I change my aunt's Christian name, I shall keep a secret which I feel bound by the strongest motives of gratitude and honor to respect—and, at the same time, I shall place my position before you unreservedly in its true aspect. To have done all the sooner with the troublesome question of names, I may say that I bear my German mother's Christian name, "Wilhelmina." All my friends, in the days when I had friends, used to shorten this to "Mina." By my friend so far, and call me Mina too.

My troubles began with what do you think? With nothing better and nothing worse than the engagement of a new groom.

We were in London for the season. At the time I am now speaking of, I had lived for five years under the protection of my uncle and aunt. When I think of the good General's fatherly kindness to me, I despair of writing about it in any adequate terms. To own the truth the tears get in my eyes, and I can not write at all. As for my relations with Lady Catherine, I only do her justice if I say that she performed her duties towards me without the slightest pretension and in the most charming manner. At past forty years old, she was still universally admired, though she had lost the one attraction which distinguished her before my time—the attraction of a perfectly beautiful figure. With fine hair and expressive eyes, she was otherwise cleverness and fascinating manners were the qualities no doubt which made her so popular everywhere. We never quarrelled. Not because I was always amiable, but because Lady Catherine would not allow it. She managed me, as she managed her husband, with perfect tact. With certain occasional checks—exceptions which only proved the rule—she absolutely governed the General. There were eccentricities in his character which made him a man easily ruled by a woman. Deferring to his opinion, so far as appearances went, my aunt generally contrived to get her own way in the end. Except

when he was at his club, happy in gossip, his good dinners and his whist, my excellent uncle lived under a despotism, in the happy delusion that he was master in his own house. Prosperous and pleasant as it appears on the surface, my life had its sad side for young woman.

In the commonplace routine of our existence as wealthy people in the upper rank, there was nothing to ripen the growth of the better and deeper capabilities in my nature. I was, as I said, and admitted my uncle, he was neither of an age nor of a character to be the chosen depository of my most secret thoughts, the friend of my inmost heart, who could show me how to make the best and the most of my life. With friends and admirers in plenty, I had found no one who could hold this position towards me. In the midst of society I was, unconsciously, a lonely woman. My happiest moments were those moments when I took refuge in my music and my books. Out of the house, my one diversion, always welcome and always fresh, was riding. Without any false modesty, I may mention that I had lovers as well as admirers; but not one of them produced an impression on my heart. In all that related to the tender passion, as it is called, I was an undeveloped being. The influence that men have on women, because they are men, was really and truly a mystery to me. I was ashamed of my own coldness. I tried, honestly tried, to copy other girls; to feel my heart beating in the presence of the chosen man, as it did certainly beat, for example, when I went out hunting with the General. But it was no use. I could not do it. I pressed my hand, I felt it in my rings instead of my heart.

Don't suppose I am writing in this way about myself out of mere vanity. I am trying to prepare you for what is to come. If I can only enable you to see some of the defects and weaknesses of my character, as clearly as I can now see them myself, you will, I think, feel more indulgent towards me when I make my confession. And perhaps you will be able to remember that I had neither mother nor sister to confide in, at a time when I most wanted a word of kind advice.

This said, I have now done with the past, and may go on to the events which have associated themselves with a later time.

CHAPTER III.

I have mentioned that we were in London for the season. On coming I went out riding with my uncle as usual in Hyde Park.

The General's service in the army had been in a cavalry regiment—service distinguished by merits which justified his rapid rise to the high places in his profession. In the hunting fields he was noted as one of the most daring and most accomplished riders in our country. He had always delighted in riding young and high-spirited horses; and the habit remained with him even after he had quitted the active duties of his profession in later life. From that last he had met with no accidents worth remembering until the unlucky morning when he went out with me. His horse, a fiery chestnut, ran away with him in that part of the Park Ride called Rotten Row. With the purpose of keeping clear of other riders, he spurred his runaway horse at the rail which divides the Row from the grassy enclosure at his side. The terrified animal swerved in taking the leap, and dashed him against a tree. He was dreadfully shaken and injured; but his strong constitution carried him through to recovery. With the serious drawback of an incurable lameness in one leg. The doctors on taking leave of their patient, united in warning him (at his age, and bearing in mind his injured leg) to ride no more restive horses.

A quiet cab, General, they all suggested. My uncle was sorely mortified and offended. "If I am fit for nothing but a quiet cab," he said bitterly, "I will ride no more." He kept his word. No one ever saw him riding again.

Under these and circumstances, and my aunt being no horse-woman, I had apparently no other choice than to give up riding also. But my kind-hearted uncle was not the man to let me be sacrificed to this disappointment. His own riding groom had been one of his soldier servants in the cavalry regiment—a quaint, sour-tempered old man, not at all the sort of person to attend on a young lady taking her riding exercise alone.

"We must find a smart fellow who can be trusted," said the General. "I shall enquire at the club."

For a week afterwards, a succession of grooms, recommended by friends, applied for the vacant place. The General found insurmountable objections to all of them. "I'll tell you what I have done," he announced one day, with the air of a man who had made a great discovery; "I have advertised in the papers."

Lady Catherine looked up from her embroidery with the placid smile that was peculiar to her. "I don't quite like it," she said. "You are at the mercy of a stranger; you don't know that you are not engaging a drunkard or a thief."

"Or you may be deceived by a false advertisement," added, on my side, I seldom ventured, at domestic consultations, on giving my opinion unasked—but the new groom represented a subject in which I felt a strong personal interest. In a certain sense he was to be my groom.

"I am much obliged to you both for warning me that I am so easy to

deceive," the General remarked in a satirical tone. "Unfortunately the mischief is done. Three men have answered my advertisement already. I expect them here to-morrow to be examined for the place."

Lady Catherine looked up from her embroidery again. "Are you going to see them yourself?" she asked him softly. "I thought the steward—"

"I have hitherto considered myself a better judge of a groom than my steward," the General interposed. "However, don't be alarmed; I won't act on my own sole responsibility after the hint you have given me. You and Mina shall lend me your valuable assistance, and discover whether they are thieves, drunkards, and what not, before I feel the smallest suspicion of it myself."

CHAPTER IV.

We naturally supposed that the General was joking. No. This was one of those rare occasions on which my aunt's tact—infalible on matters of any importance—proved to be at fault in a trifle. My uncle's self-esteem had been touched to a tender place, and he had resolved to make us feel it. The next morning a polite message came, requesting our presence in the library to see the grooms. My aunt (always ready with her smile but rarely tempted into laughing outright) did for once laugh heartily. "It is really too amusing!" she however pursued her policy of always yielding, in the first instance. We went together to the library.

The three grooms were received in the order in which they presented themselves for approval. Two of them bore the ineffaceable mark of the public-house so plainly written on their villanous faces that even I could see it. My uncle ironically asked us to favor him with our opinions. Lady Catherine answered with her sweetest smile, "Pardon me, General—but we are here to assist you. The words were nothing; but the manner in which they were spoken was perfect. Few men could have resisted that gentle influence—and the General was not one of the few. He stroked his moustache, and returned to his petticoat government. The grooms were dismissed.

On the entry of the third and last man, we all three opened our eyes with the same sensation of surprise. If the stranger's short coat and tight trousers had not proclaimed his vocation in life, we should have taken for granted that there had been some mistake, and that we were favored with a visit from a gentleman unknown. He was between dark and light in complexion, with frank clear blue eyes; quiet, modest, intelligent-looking; slim in figure; easy in his movements; respectful in his manner, but perfectly free from servility. "I say!" the General blurted out, addressing my aunt and myself, "he looks as if he would do, doesn't he?"

I expected to see Lady Catherine's invariably smile. For once the smile seemed not to be ready. "It rests with you to decide," she answered in lower tones than usual.

"Step forward, my man," said the General. The groom advanced from the door, bowed and stopped at the foot of the table—my uncle sitting at the head, with my aunt and myself on either side of him. The inevitable questions began.

"What is your name?"

"Michael Bloomfield."

"Four years?"

"Twenty-six."

"My aunt's interest in the proceedings seemed to be slackening already. A little weary she escaped her chair. She leaned back resignedly in her chair.

The General went on with his questions: "What experience have you had as a groom?"

"I began learning my work, sir, before I was twelve years old."

"Yes! yes! I mean what private families have you served in?"

"Two, sir."

"How long have you been in your two situations?"

"Four years in the first, and three in the second."

The General looked greatly surprised. "Seven years in only two situations is a good character for itself," he remarked. "Who are your references?"

The groom laid down two papers on the table.

"I don't take written references," said the General.

"Be pleased to read my papers, sir," answered the groom.

My uncle looked sharply across the table. The groom gazed at the look with respectful but unshaken composure. The General took up the papers, and seemed to be once more favorably impressed as he read them. "Personal references in each case as required, in support of strong written recommendations from both his employers," he informed my aunt. "Copy the addresses, Mina. Very satisfactory, I must say. Don't you think so yourself?" he resumed, turning again to my aunt.

Lady Catherine replied by a courteous bend of her head. She looked at the groom absently, like a person whose mind was otherwise occupied. The General went on with his questions. They related to the management of horses; and they were answered to his complete satisfaction. "Michael Bloomfield, you know your business," he said, "and you have a good character. Leave your address where I have called, and your references, you shall hear from me."

other surprise! The handwriting was simply irreproachable—the lines running perfectly straight, and every letter completely formed. As this perplexing person made his modest bow and withdrew, the General struck an after-thought, called him back from the door.

"I beg your pardon, sir," the groom interposed. "I shall not give you any trouble on that score. I have no relations."

"No brothers or sisters?" asked the General.

"Father and mother both dead?"

"I don't know, sir."

"You don't know! What does that mean?"

"I am telling you the truth, sir. I must have had a father and mother of course. But I never heard who they were—and I don't expect to hear now."

He said these words with a bitter emphasis which impressed me painfully. Lady Catherine was far from feeling it as I did. Her languid interest in the engagement of the groom seemed to be completely exhausted—and that was all. She rose in a graceful way, and looked out of the window at the courtyard and fountain, the house-door beyond. My uncle's eyes followed her; he asked if she was tired. Her back was turned on him, in the position she had assumed. He only answered "No," without looking round.

During this interval the groom remained near the table, respectfully waiting for his dismissal. The General spoke to him sharply for the first time. I could see that my uncle had noticed the cruel tone of that passing reference to the parents, and had thought of it as I did.

"One more word before you go," he said. "If I don't find you more mercifully inclined towards my horses than you seem to be towards your father and mother, you won't remain long in my service. You might have told me you had never heard who your father and mother were, speaking as if you didn't care to hear."

"May I say a word now, sir, in my own defence?"

He put the question very quietly, at the same time, so firmly that the General could not help looking round from the window—then turned back again, and stretched out his hand towards the curtain, intending as I supposed, to alter the arrangement of it. The groom went on.

"I am, sir, the prevailing feeling was one of self-love, and my body weighed among human beings. There was not the slightest token of recognition among the individuals of the crowd. Each, in his own place, the remains of the strong, bare-armed women were lustily importuning the hungry crowd to invest their money in state meat, fish and fowl. One man had a collection of old locks, keys, &c. Another appealed to the sense of the purely ornamental by displaying a collection of 'dumb watches.' In a conspicuous position was a huge negro who enforced the sermon which he was delivering by the somewhat even surprising fact that he had none of your land-lubbers' but 'man and boy had seen the sea thirty years.' He evidently meditated a collection. As I worked my way through the shouting crowd of my fellow-men, the prevailing feeling was one of self-love, and my body weighed among human beings. There was not the slightest token of recognition among the individuals of the crowd. 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Chignecto Post.

Sackville, N. B., December 19, 1878.

Death of the Princess Alice.

The Princess Alice, daughter of Queen, and wife of H. R. H. Louis IV. Grand Duke of Hesse Darmstadt, died on Saturday of diphtheria. She was born in April, 1848, and died on the anniversary of her father's death, 17 years ago. She was married in 1862 and had seven children, five girls and two boys, the oldest born on April 25, 1863, and the youngest on May 24th, 1874.

Mr. Brydges.

The personal and political clangers of this gentleman claim for him an almost unparalleled aptitude for railway government. The validity of this claim must be decided, not by the pretensions of those who make it, but by the acts of this Napoleon of Railways. Judged by his acts—how does Mr. Brydges stand before the people of Canada? Was his policy wise and calculated to benefit the interests of the Railway and develop the resources of the country, and was such policy followed out firmly and faithfully to a successful issue? If so, Mr. Brydges is entitled to the reputation he has somehow secured as an able railway manager, and grounds exist why the demands of those who clamour for his removal should not be acceded to by the Government. But if, on the other hand, his policy resulted in driving traffic from the railway, reducing the receipts and crushing out those industries that depended upon railway facilities for their operation; if he has been vacillating and uncertain in carrying out his policy, yielding to those whom it was prudent to resist, and crushing the small fry by extortion; if his management has been burdensome and extravagant, and the expectations of economy and retrenchment entertained by the people been defeated, then Mr. Brydges has forfeited any claim to be considered a first class railway manager, and it becomes the duty of the Government to consider whether his services are indispensable. When Mr. Brydges was appointed Superintendent in 74, in what condition was the line, and the position of the railway? From the opening down to the time when Mr. Brydges took charge, there was a steady increase in the earnings of the road, while manufacturing grew up along the line, settlements and villages came into existence, mines were opened and the business of the country aided by railway facilities and largely increased.

Increase in 1871 over 1870,..... \$94,468
1872 over 1871,..... 57,187
1873 over 1872,..... 80,535
1874 over 1873,..... 189,971

On 1st December, 1874, Mr. Brydges commenced his career of increasing and destruction by the reduction of the rates for freight, in many cases over 100 per cent., but on an average of over 20 per cent. If this increase resulted either in swelling the revenues of the railway or in stimulating the movement of the products of the country, and the steady development of her industries, this act may be regarded as the wise act of judicious railway administrator. What were the effects of this new tariff? Taking the fiscal year, ending 30th June, 1875, and the first five months up to the time the tariff was enacted, the receipts were \$24,218 over the corresponding period the previous year; but the seven months after the tariff was put in force the decrease was \$31,784!! This enormous sum was not only lost to the railway, but the interruption in traffic, the paralysis in the business operations of the country, entailed an incalculable loss on the people. The rate of the old tariff was 53 cents per 100 lbs. for fifty miles; this was increased 64-5 cents. This rate was the more unjustifiable, as it was higher than any road of which information is afforded. "In Connecticut the average is 53 cents per ton per mile; Maine, 44; Massachusetts, 42; seven Pennsylvania roads, 51; twenty-three Ohio roads, 63; New York roads, 81; greenbacks, in Europe the average rates per ton per mile are, in Belgium, 23 cents; France, 3 cents; England, 33 cents; Germany, 4 cents." (See Memorandum of Railways of Wisconsin to Legislature, 1875). The average rate of the Grand Trunk, per ton per mile was in 1875, 1.07 cents; Michigan Central, 1.06 cents. Many of these companies had reduced their rates expressly for the purpose of aiding manufacturing interests, which they believed would ultimately benefit their roads. These rates made so unprecedently high created a storm of indignation throughout the two Provinces. Public meetings were held, resolutions were passed denouncing Brydges' tariff, and the press—or that portion of it not under Government control—teemed with denunciations of the new policy. Mr. Brydges instead of frankly acknowledging he had made a mistake and re-enacting the old Carvell Tariff commenced that most vicious and abominable practice of quieting discontent, by buying of the most clamorous by a system of special rates! The country was deluged with special tariffs: tariffs on lumber; tariffs on coal; tariffs on hay; tariffs on cattle; tariffs on special industries and between stations in the interests of individuals. Not only were these special rates granted to those who could not obtain them but they were in direct violation of principle recognized by all enlightened governments—that it is improper to charge one man more than another for the same service under the same circumstances—the very principle that was laid down by the Mackenzie Government in the Common Carrier's bill introduced in 1876! Thus

Mr. Brydges committed the terrible folly of enacting tariffs that enormously reduced the earnings of the road, created a heavy annual deficit to be paid by the tax-payers of checking or crushing out various industrial enterprises started along the line; and of introducing the very wrong and unjust principle of favoritism by special rates, giving one citizen advantages that were refused another! Thus in a matter of the prime importance to the Railway and the country, Mr. Brydges proved himself totally incompetent to perform his work; so incompetent that Hon. Messrs. Smith and Burpee, finding evils becoming simply intolerable, finally took the tariff matter out of his hands, arranged on themselves on the basis of the old Carvell tariff, which the Minister of Public Works put in operation. Almost the only act for which these Ministers deserve public commendation is the one by which they checked the incomprehensible folly of this Napoleon of Railways!

In the expenditure of the railway the question next to the tariff of the deep importance. Mr. Brydges has not been more fortunate. He was sent in 1874 to report on the condition of the Railway, and he reported there was unnecessary expenditure in the management of the road, and with officers employed, and that a very large reduction might be made. He reported that the receipts and expenditures of the railways in both Provinces had about balanced during a series of years, and he believed this result would be reached in the future if his recommendations were adopted, and he was authorized to carry them out. He said (page 58) that a tariff reaching \$850,000 should be worked without loss.

How has the history of the railway justified his predictions and pledges? The very next year, 1875-76, the receipts were \$878,077 and the expenditure, \$1,159,142, making a deficiency of \$281,065! Mr. Brydges also reported \$17,000 could be saved in salaries of officers, and he proceeded to put in force his ideas of economy, by dismissing Taylor, St. George, Ryan, Gray and others, and appointing others in their place, and actually increasing the departmental salaries—

Cashiers' do.	\$4000
Paymasters' do.	300
Mechanical, do.	1200
Stores, do.	2040
Audit and Accountant, do.	1918
Audit and Accountant, do.	6000

The increase in all amounted to \$38,868 over and above the \$17,000 promised reduction exclusive of the salaries required by the opening of the Railway north from Moncton! In reporting that a saving of \$17,000 could be effected in the salaries, Mr. Brydges was either ignorant of the work to be done or he was intent on the salaries of officers, and he pointed out the salaries of the officials appointed under Mr. Carvell and the appointment of new ones at increased salaries! The salaries in 1874 were \$142,000; in 1877, \$211,625; in 1878, \$269,250. Salaries of officers for newly opened road, \$31,156; net increase, \$38,868! This was economy with a vengeance!

Not only did Mr. Brydges falsify his pledges of economy, but his predictions as to the tariff, paying working expenses were ludicrously astray. For the year ending 31st July 1877, the Railway failed to pay in salaries of officers, and he pointed out the salaries of the officials appointed under Mr. Carvell and the appointment of new ones at increased salaries! The salaries in 1874 were \$142,000; in 1877, \$211,625; in 1878, \$269,250. Salaries of officers for newly opened road, \$31,156; net increase, \$38,868! This was economy with a vengeance!

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Lumber Stealing.

The Hon. Secretary of the Interior, has officially expressed his opinion that the United States is "rapidly approaching the day when the forests of this country will no longer be sufficient to supply our wants." Immense quantities of timber have been stolen and the thefts have been under investigation. The timber thieves and allies and backers in Congress; and Secretary Schurz seems almost to despair of seeing his efforts to an end to the wrong suitably sustained there. Canada is interested in these unlawful practices being stopped, for it is additionally difficult for our lumbermen to compete in the American market against stolen timber; they may be reckoned among the causes that have practically closed the American market to Canadian lumber. Mr. Sandfield Macdonald remarked not long before his death, that a firm of lumbermen in Ontario had stolen enough timber from the Crown lands to make three fortunes.

The New Brunswick lumberman is ahead yet. He steals both the land and the lumber! The great forest domain of this Province has for half a century been the object of the covetous gaze and greedy desires of an army of lumbermen and through ways that are dark, the factory has been stripped piecemeal of this noble heritage, never receiving in return more than a mere pitance. One of the most glaring instances of land grabbing is witnessed in the case of the New Brunswick Railway Company. The compact formed by the Government with the projectors of this scheme and the Administration of the day, contemplated the ordinary gauge road in return for the 10,000 acres per mile. The company, however, built a cheap narrow gauge, the Government waived the condition of the explicit or implied. The result is that the company owns in fee 1,000,000 acres of the very best of our farming lands. As a matter of fact, it is stated that, inasmuch as good farming lands grow hardwood, maples, etc., and not spruce, they are useless for lumbering purposes, and such lands not being profitable to the N. B. Ry. Co., they propose to sell them back to the local Government for purposes of settlement. This new scheme wants close watching.

A more inefficient system of road-making than the present statute labor law could not well be invented. It is a system of shirk all round. A majority of those taxed for work, either let out their work at a discount to a laborer who does just as little work as possible, or else they send a boy or a supernumerary old man who can scarcely do more than hold up a shovel on the roads. Laborers on the road, as a rule, make their work to loaf and slight their duty as much as possible. The disposition to shirk is so general, that surveyors, even when anxious to do their duty, have much trouble in making their gangs do good honest jobs. But often surveyors themselves have their own little axes to grind; they sometimes wink at the shortcomings and pretences of laborers; they sometimes have a little trafficking with the money collected in lieu of labor; in these cases the road is invariably the sufferer. Then the commissioner is only half clothed with authority; it is mostly confined to making up lists; he possesses no substantial authority over surveyors; and any attempt he makes to get work honestly and faithfully done, is foiled at every turn. This system is full of injustice, because, while the shirkers escape, the burden of the work that is done falls upon those who recognize the value and necessity of good roads, and work or pay willingly.

A remedy for this state of things is very necessary, but what that remedy is, we do not presume to say. It has been suggested that an act be passed abolishing statute labor in Middle Sackville, and establishing a tax of 30 cents per day in lieu thereof, and that money be paid for all work done, which is to be let out at public competition. The City Council at its next meeting in January could recommend such or some other remedy. We observe in the Toronto Globe of 13th inst., that a report signed by Hons. W. P. Howland, Geo. Brown, C. S. Gonski and others, says:

In regard to the principle of local taxation for local improvements—already to some extent adopted—we are of opinion that it is the fairest and most equitable system; and that it ought to be put in force at the earliest possible date. Differences of opinion will, no doubt, exist as to the extent to which it may be carried, but if so good for sewer-drainage as now, why not for road-making and repairs, foot-way construction and maintenance, and tree-planting and preservation?

Mr. Easty reads at Chignecto Hall, Sackville, on Thursday and Friday evenings, 19th and 20th inst.

THE PROGRAMME TO-NIGHT.

1. Nicholas Nickleby at the Yorkshire School.—Dickens.
2. A literary Nightmare.—Mark Twain.
3. Betsey and I are out.—Will Carleton.
4. How Betsey and I made up.—Will Carleton.
5. The Raven.—E. A. Poe.
6. Lord Dunsany.—"Poor Richard's" Maxims.—C. F. Bernard.
7. The charge of the Light Brigade. (By request).—Tennyson.
8. The London Lecture on "Utah and the Mormons."—Arthurs Ward.

Price 25 and 40 cents.

The Osborne Trial for the present is ended. A disagreement of the Jury was generally expected, as the public confidence is much shaken in the reliability of the Parker girl. That she is a liar cannot be doubted. Whether she lied in her narration of the death of McCarthy is neither proved nor disproved. The prisoners cannot be convicted on the present evidence, and no doubt they will be discharged ultimately on their own recognizance, and held liable to re-arrest on the production of further evidence as to their guilt.

The Rev. Joseph Cook, in a lecture on the 2nd inst., in Tremont Temple, Boston, speaking of intercommunication in Canada, says: "The Bay Verte Canal connects the Gulf of St. Lawrence with the Bay of Fundy." Doubtless Joseph had not heard of the Canal Commission Sir A. J. Smith sent down from Ottawa to squelch it.

The McCarthy Murder.

The Jury fall to agree and are Discharged.

The Jury in the McCarthy case returned to Dorchester Court Room at 11.30 o'clock, when the closing scene of the second trial took place. It is thus reported:—

Clerk—Gentlemen, have you agreed upon a verdict?

Scarcely a breath disturbed the stillness till Foreman Wells answered "No."

His Honor—Gentlemen, do you think any further consideration or any explanation could avail anything?

Foreman—Not the slightest, your Honor.

Judge Black—There seems to be a difference of opinion.

His Honor—Would not a further deliberation relieve any difficulty?

Foreman—I think not.

His Honor—Do you all say that?

Jurors—I say that.

His Honor—Gentlemen, this is unfortunate. After so much time has been spent at out of twenty-four men no conclusion can be arrived at! I could not feel justifiable to detain you any longer as you say I would be no use. I shall have to send these prisoners back to jail. It is the only thing I can do. Gentlemen, I now discharge you from giving a verdict. Sheriff remand the prisoners.

Jury stood seven for conviction, and five for acquittal.

Dorchester, Dec. 17.—The Court opened at 10. John Osborne was released on his own recognizance, his bail being cleared. Eliza was released on bail to appear at the January Court, her bail in eight hundred dollars and two sureties, Wm. Turner, and Martin Black, in four hundred dollars each. Annie Parker will remain in Dorchester Jail.

The Jurymen are making ready to leave. The Court adjourned sine die.

One of the Jurymen was arrested this morning for debt—about thirty-five dollars. Hon. Mr. Hainington produced his affidavit that he was a man of good character, and could not arrange it. His Honor ordered him to be discharged from his arrest.

Eligibility.

Hallett, Bright & Co. are rebuilding their wool factory on the site of the old one. The new one is much larger.

The ladies of the Sewing Circle intend having a bazaar and fancy sale about the end of the year. The display will be good, and the public are cordially invited to attend.

The annual concert in connection with the Albert Grammar School, (George Smith, Esq., Master) takes place on Friday evening, 20th inst. This is one of the finest schools in the Province. These concerts are always looked forward to with much interest.

Shoe selling is at a discount since the visitation of the spirit.

Mr. Donville has been talking for some time past of effecting a union between the Counties of Albert and Kings, but the people have become impatient of delay and are taking the matter in hand themselves, and are succeeding most admirably, as was proven to the entire satisfaction of all concerned, on Tuesday evening, the 10th inst., when one of the stalwart sons of Albert joined hands with one of the fairest daughters of the County of Kings, and at the same time an enterprising J. P., and ex-councillor of Kings, took to his tender embrace one of the most charming goddesses of Albert. My other charms were interrupted and "flow as a river."

Alma News.

The cargo of the schooner "Lyra," of this place, lately lost, was owned by S. S. Hoar, Esq., and not by him and R. Wright and others, as incorrectly reported. Mr. Ezra Hoar owned the "Lyra." No insurance on other news.

Building operations are lively. Captain Owen Martin is erecting a two-story house. Mr. John Fletcher is putting up a large house—forty feet front. Captain A. J. Foster is also preparing to erect a residence for himself. Mr. S. R. Edgett has constructed a new dwelling.

Shipbuilding is dull. Mr. N. H. Foster expects to put on the stocks a schooner of 80 feet keel for coasting trade.

Lumbering operations, notwithstanding the dullness of trade, have been quite lively during the season. Messrs. Stephenson & McGillivray have cut at their mill at Point Wolf seven millions since last spring. The Alma L. & S. B. Co. have cut some three millions. The mill of S. S. Hoar, Esq., has also done good business, and he is making preparations for logging as soon as snow comes.

A fine new plank sidewalk running the length of the village is a mark of the public spirit of the place and a happy thing during muddy roads.

Dorchester Dashes.

General regret is felt at the death of Mrs. Charles U. Chandler. Her amiability and unassuming character had endeared her to hosts of friends.

The Governor and Mrs. Chandler arrived in Dorchester on Friday night to attend Mrs. C. U. Chandler's funeral. They have returned to Fredericton.

Mr. Easty's readings were much appreciated.

The Penitentiary is now closed in, being finished on the outside. The plasterers and carpenters are busy finishing the inside.

LIEUT. COL. LYTTLTON, Secretary to the Governor General, has been recalled to England by the illness of his wife. Rumored that he will not return, that the Governor General has not been satisfied with his arrangements.

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