

WOLLESTOCK GAZETTE.

Published Monthly in connection with the St. John Grammar School Debating Society. Price 50 cts. per ann.

Vol. I.

ST. JOHN, N. B., JANUARY 1, 1888.

No. 8.

EDITORS:

T. CUSHING. J. W. GALLIVAN. D. R. JACK.
A. W. MACRAE, G. G. RUEL.

A RETROSPECT.

GREEN HEAD, ON ST. JOHN RIVER, NEAR CARLETON, N. B.

How often still in memory I tread,
Thy sylvan slopes, magnificent Green Head,
And catch the scene which bursts upon my view
When, passed at length, the cedar avenue ;
I stand entranc'd upon the rocky brow,
Whose image glitters in the depths below ;
Here charms that only Canada can claim,
Transpire the bosom and the soul inflame ;
Fair Nature revels in her wildest mood,
And pours her wealth of foliage and flood.
Neat rural villas nestle at my feet,
Beside the wigwam of the "Milicete."
Adown the stream, in swift succession go,
The gilded steamer and the bark canoe,
And fancy's wing, in sweet sequester'd coves,
Takes on the crimson of the maple groves.
Descending fast, St. John's blue waters kiss
Thy verdant banks enchanting Nerepis ;
And snow-white sails upon the spreading bay
Flash back the glories of the parting day.
O'er yonder cape, so fitly named "the Boar,"
(From rugged outline, and from savage shore),
These sadden'd eyes the noble river trace,
Where gallant "Renforth" perished in the race,
And jealous death rode o'er the lusted tide
To snatch the laurels from aquatic pride.
No noxious drug dissolved the "silver cord,"
(Be such a crime by Canada abhor'd.)
At God's decree the British champion falls—
His sudden fate the stoutest heart appalls ;
And ringing cheers to frantic sorrow turn,
Along thy banks, romantic "Torryburn."
E'en Tiny seems with more than canine glee,
To wag her tail, and caper at my knee,
As though it were dogmatically clear
That even brutes should be inspired here.
Ah ! "little bridge," ah ! fair "Mosquito Cove,"
Ah ! Zoe valley, and the paths I love,
Say, hear ye yet the print of little feet
Re-ound ye still with voices soft and sweet ?
From "Sutton's mill" there comes a me'low'd tone—
"To other lands the children's feet have flown."

There is a rumor afloat that the electric light is to be introduced into St. John by an enterprising company here. We hope that this report has some foundation.

It gives us much pleasure to learn, that notwithstanding the strenuous opposition brought to bear against it, the English Channel tunnel is being carried on, and that the work of excavation is being busily prosecuted at the rate of not less than seventy-three yards within seven days. More than 440 yards had been bored at Sangatte about the end of last November.

COASTING.

Several weeks ago there appeared in the city warnings of the punishment which would be visited on any one caught coasting. The absurdity of punishing a boy for the crime of putting to the use for which it was intended, a sled which the law allows him to purchase, called forth several letters from the Rev. Mr. Mather, who proposed that a hill should be given for coasting between certain hours. The city papers favoured his plan, and the result was a meeting of the boys on the Queen's Square, and the drawing up of a petition to the Common Council. It is of course particularly desired that every scholar will sign the petition, and there can be but little doubt but that the Common Council will grant the very reasonable request contained therein. There is the more hope of this since the gentleman, who so worthily fills the office of Mayor, has several times advocated the providing of some place where the boys could enjoy their sports. The street which, it is said, could be used with the least inconvenience to traffic is Pitt street, though there are several other streets which would do equally well. The granting of the petition, while being no extra expence to the city, would be a great favor to the boys, as it is a sport for which St. John is, by nature, well adapted. Under the present law, the boys have either to walk into the country or indulge in coasting when the form of the vigilant St. John policeman can not be seen. No interference from roughs need be feared, if the authorities showed them that they (the roughs) were not going to "run" the hill, and that they must either respect certain rules or keep away. In the use of "double-runners," to which some objections have been made, there could be nothing dangerous, if they were not allowed to take complete possession of the hill. In American cities they are not prohibited, and no complaints seem to be made. We do not, however, on this account object to the petition. In conclusion the writer would state for the benefit of those concerned that the first mention of coasting, which has fallen under his notice, was in 101 B. C., when the Cimbric, a Germanic tribe, coasted down the Brenner Pass on their shields.

TO OUR CORRESPONDENTS.—We received a communication signed J. M. S., but we cannot take any notice of it unless the writer sends us his name in confidence. As it is, the epistle went the way of all such anonymous matter—into our waste paper basket.

We are very sorry to see that the University paper is so backward in exchanging with us, although they have acknowledged the receipt of our paper.

As the public will notice, W. G. Knowlton has withdrawn from the list of editors. This was not on account of any disturbance, but solely on account of pressure of business matter. We take great pleasure in bringing before the public his successor, G. G. Ruel, who we are confident will ably support the paper and fulfil all our expectations.

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RECORD

of the Directors of "the Public Grammar School of the City of St. John," from the establishment of the School by law, March 5th, 1805. The original members of the Board, nine in number, who were named in the Act of incorporation and held their first meeting in the City Hall on the 19th of the same month, were the following :

NAME.	Appointed.	Years of Membership
The Rector of Trinity, President, (Rev. Matthew Byles, D.D.).....	1805	9
The Mayor of the City, (Wm. Campbell, Esq.)...	"	11
The Recorder of the City, (Ward Chipman, Jr., Esq.) sat as Recorder 7 years,	"	"
The Hon. George Leonard,	"	11
The Hon. Jonathan Bliss, (Chief Justice,)	"	7
The Hon. William Pigan,	"	14
John Robinson, Esq.,	"	23
John Black, Esq.,	"	4
The Hon. Thomas Wetmore, Attorney General,	"	6
Ex-officio Presidents—the Rectors of Trinity—		
The Rev. George Pidgeon,	1814	4
The Rev. Robert Willis,	1818	7
The Rev. Benjamin D. Gray, D.D.,	1825	15
The Rev. J. W. D. Gray, D. D.,	1840	28
The Rev. James J. Hill,	1868	5
The Rev. F. H. J. Briggs-tocke, A. M.,	1873	
Ex-officio Members—the Mayors of the City—		
John Robinson, Esq., (Mayor 12 years,)	1816	
William Black, (sat as Mayor 5 years,)	1828	
Lauchlan Donaldson, Esq.,	1829	7
John M. Wilnot, Esq.,	1833	1
Benjamin L. Peters, Esq.,	1834	1
William H. Street, Esq.,	1835	1
Hon. John Robertson,	1836	1
Robert F. Hazen, Esq., (Mayor 3 years,)	1837	
Hon. John R. Partelow,	1847	2
Hon. Robert D. Wilnot,	1849	1
Henry Chubb, Esq.,	1850	1
Thomas Harding Esq.,	1851	1
William O. Smith, Esq.,	1852	4
James Olive, Esq.,	1853	2
Thomas McAvity, Esq.,	1859	4
Isaac Woodward, Esq.,	1863	3
Aaron Alward, Esq.,	1866	4
Thomas M. Reed, Esq.,	1870	4
A. Chipman Smith, Esq.,	1874	
S. Z. Earle, Esq., M. D.,	1875	
Chas. R. Ray, Esq.,	1878	
Simeon Jones, Esq.,	1880	
Ex-officio members, the Recorders of the City—		
Hon. Judge Botsford,	1811	4
Ward Chipman, Jr., Esq., (sat as Recorder 9 years,)		
Robert Parker, Jr., Esq., (sat as Recorder 7 years,)		
Hon. William B. Kinnear,	1830	16
Hon. Robert L. Hazen,	1846	28
Elected Members—		
Hon. Judge Ward Chipman, Sr.,	1805	19
Hon. William Black,	1805	24
William Hazen, Jr., Esq.,	1811	4
Hon. Attorney General, C. J. Peters,	1810	14
Dr. Ardine Paddock,	1816	1
Dr. Thomas Paddock,	1816	22
Henry Wright, Esq.,	1817	11
Rev. Dr. Burns,	1819	14
Hon. Chief Justice Ward Chipman, Jr.,	1824	37
Hon. Judge Neville Parker,	1828	11

NAME.	Appointed.	Years of Membership
Hon. Chief Justice Robert Parker,	1831	41
Rev. Robert Wilson,	1833	12
William Wright, Esq.,	1838	27
Robert F. Hazen, Esq.,	1840	19
Hon. Hugh Johnston,	1840	10
Rev. Andrew Halkett,	1845	5
Hon. J. H. Gray,	1850	21
Rev. Alexander Stewart,	1852	4
Dr. William Livingstone,	1856	20
Rev. Canon Scovil, Ph. D.,	1856	23
Henry W. Frith, Esq.,	1865	
John Boyd, Esq.,	1865	
B. Lester Peters, Esq.,	1871	
William Elder, Esq.,	1871	
F. E. Baker, Esq.,	1876	
I. Allen Jack, Esq.,	1879	
Clerks and Treasurer to the Board of Directors—		
Ward Chipman, Sr., Esq.,	1805	4
Ward Chipman, Jr., Esq.,	1809	11
Robert Parker, Jr., Esq.,	1820	8
John M. Robinson, Esq.,	1828	4
William Wright, Esq.,	1832	14
Hon. John H. Gray,	1846	10
Henry W. Frith, Esq.,	1856	

The editors have much pleasure in announcing that at the end of the year, dating from the issue of our first number, they will give to the person who has been most successful in discovering the answers to the Historical Questions a handsomely bound copy of "Hannay's History of Acadia." The answers to be legibly written and sent, together with post office address of solver, to W. G., P. O. Box 578, St. John, N. B.

- 26. When did Portland receive its name and from whom?
- 27. Where is the River known as the Scoodiac?
- 28. When and where did the first Governor of N. B. die?
- 29. Who was the first British settler on the Miramichi?
- 30. Where was Thorpes Rock and what was the name of the vessel wrecked there?

The comet made its appearance in Egypt on the morning of the attack on Tel-el-Kebir, which it was necessary to effect before day break, and so deceived Sir Garnet Wolseley that he turned to Major Butler and said, "We are done this time, there's the dawn."

"I am content to seek my ancestors in the Garden of Eden," says Dean Beigon, of England, in criticising the labor of the New Testament revisors; let others if they choose, look for theirs in the garden called Zoological."

Mr. Stanley Lane Poole admonishes the patriotic poets of England that Egyptian names should be kept in the middle of their lines. Neglect of this rule he says results in rhyming "Tel-El-Kebir" with "sabre," when it is pronounced "Tel-El-Kebecr," and would rhyme with "severo," while "Arabi" does not agree in accent or sound with "lullaby," but rather with a "Harpy."

EXCHANGES.

RECEIVED.—*King's College Record, Rouge et Noir, Dalhousie Gazette, Argosy, The Youth's Companion, Philomathean Review, Toledo Blade, Philadelphia Weekly Times, Christmas Casket, Cricket on the Hearth, House and Home, Penman's Gazette.*

The November number of the *Dalhousie Gazette* is a very creditable one. The editors of this paper are evidently not of such a poetic turn of mind as those of the *Rouge et Noir*, as there is not even one line of this number devoted to that noble branch of literature, except as an occasional quotation.

Among the amateur journals of America *Philomathean Review, of Brooklyn, N. Y.* is one of the best. The Christmas number, besides a large amount of local and general news, contains essays on "Protection" and "Ambition," Christmas poetry, and the beginning of a social story called "The Silver Locket; or, the Heir of Lawton Hall."

The *Rouge et Noir*, for December, is a very good number containing Trinity College Prize Poem.

The January number of the *Penman's Gazette* contains a great deal of news which is of interest to all penmen.

Although not among our exchanges, a friend has handed us a copy of the November number of the *University Monthly*. The chief article, in our opinion, is an "Ode to the Moon." We have read the ode and have concluded to pity the moon and any mortal condemned to read the same.

The November number of the *King's College Record* is a very fair one. The article on Richard Hooker is very interesting, and is well written.

The *Argosy* has begun the issue of Oscar Wilde's Poems. As if not satisfied with this it has also published a poem by the college poet. The "Sackvilliana" has fewer poor jokes than usual, but the paper would be greatly improved if they were left out altogether. In its exchange column, it draws the *King's College Record* over the coals for criticising favourably the WOLLESTOCK GAZETTE. We are glad to find that, by the *Argosy's* own confession our worst fault is in not having a cover. The following which we quote as samples, adorn the columns of this number:—

"This is the way a West Pointer informed his parents that he got the g. b.: 'My dear father: fatted calf for one.'"

"Whom was the kiss intended for?"

"We extend our heartfelt sympathies to the young lady who anticipated her chair at the tea table the other evening."

Some of the students of this college must be gentlemen. The WOLLESTOCK GAZETTE has to depend upon its own merits for its support, not like the *Argosy* upon the contributions of a few people who feel themselves bound in honor to give a trifle towards the support of a periodical published by the students of the college at which they passed a portion of their lives.

The December number of *The Youth's Companion* of Boston, is extremely well got up, containing several good stories, and is altogether a very creditable paper, and is well worthy of patronage.

A FIVE MONTHS TRIP TO THE SUNNY SOUTH.

(CONTINUED.)

The Cathedral is unique, with its belfry, in the form of a section of a bell shaped pyramid, its chime of four bells in separate niches, and its clock together forming a cross. The oldest of these bells is marked 1682. The streets of St. Augustine are very narrow; one, which is nearly a mile long, being but fifteen feet wide, and that on which one of the three largest hotels—the Magnolia—stands, being but twelve feet wide, while the widest of all is but twenty-five feet. An advantage of these narrow streets in warm climates is that they give shade and increase the draught of air through them as through a flue. Many of the houses having high roofs and dormer windows, have hanging balconies along their second stories, which seem almost to touch each other over the narrow street so that neighbours in their balconies can almost shake hands with the people across the street. The principal streets were formerly well paved with shell concrete, portions of which are still to be seen above the shifting sand; and the pavement was so carefully swept that the dark eyed maidens of old Castile who then led in society there could take their walks without any fear of soiling their satin slippers. No heavy wheels were permitted to crush the firm roadbed of this aristocratic town or to whirl the dust into the airy verandahs where, in undisturbed repose, sat the indolent Spanish dons and dames. But "the age of chivalry is past;" since it has become such a favourite watering place and health-resort it is impossible to sit on the verandahs without, in a few moments, getting completely covered with fine sand from the busy road beneath. It is almost impossible to brush it off, for it cuts like a knife into the nap of the cloth, and completely ruins good clothes in a very short time.

Built as a military town the city had formerly a stockade across its northern end which sufficiently protected it, as it stands on a peninsula nearly surrounded by the St. Sebastian River and St. Augustine Bay. The old gateway still stands and is quite an imposing ruin, with ornamental towers and loopholed sentry boxes. On each side of the gateway for the distance of about ten feet is a stone wall to where the stockade began. The ditch before the stockade is clearly marked and even yet partially filled at high tides. It runs from shore to shore and was once evidently both broad and deep. A fine sea-wall nearly a mile in length, built of coquina with a coping of granite, protects the entire ocean front of the city.

We left St. Augustine the following day, Monday, in the afternoon train to Tocoi. After the usual stoppages and delays we reached Tocoi. As we were too early for the boat we sat down to rest upon the wharf. The wharf at Tocoi is built upon spiles driven into the mud, and is not filled in with earth or gravel as is usual in Canada, so that it is nothing more than a flooring laid upon the top of a lot of posts. Through old age and much use the flooring had in some places become completely worn through. After we had been sitting about ten minutes on a sort of raised platform on the wharf, our only remaining piece of baggage, a small handbag, dropped from my hands, and taking a few turns slipped quietly through one of the numerous holes in the wharf. There was not a boat to be had, and the water was about

ton feet beneath us, so we had the pleasure of watching it float about for a few minutes under the wharf, and then gradually fill and sink to the bottom. There we were "strangers in a strange land," and not one solitary piece of baggage left us.

But the steamer "Silvan Glen" soon arrived, bringing with it the rest of our baggage, and I was not a little relieved on looking into the Purser's office to see our other piece of baggage which had been left on the boat, and which I never again expected to see, lying on the seat. As the Purser of a steamer is usually above "tipping," I thanked him very heartily for his trouble, and was just turning away when he said, "Oh! yes, let me see, there was another little item, it is a bill handed me by Mr. Robert Reed for the sum of \$1. for allowing the baggage to remain in his warehouse from Saturday night to Monday morning." There was no way but to pay the bill, which I accordingly did.

We arrived the same morning at Jacksonville, at seven o'clock, and put up at the Everitt Hotel to await the sailing of the Nassau steamer. As the steamer did not sail from Fernandina until Sunday, March 5th, we resolved to spend most of the time in Jacksonville. Jacksonville is a very busy town and is the centre of the great lumber trade of Florida, but, beyond the climate, there is very little of interest to be seen. It has four very large hotels, the St. James, the Everitt, the Carleton, and the Windsor. The St. James, the largest of the four is capable of accommodating four hundred guests, but as we did not care to be lost in such a vast concern we put up at the Everitt. The Everitt is a very nice hotel, of brick, four stories high, with an hydraulic elevator, which, with the exception of the St. James, is the only one in the place. Opposite the hotel is a park in which a band plays two or three evenings in the week, and fitted up with swings, spring boards, etc. for the exclusive use of the guests of the hotel.

We left for Fernandina in the afternoon train on Friday at half past two, there was hardly anything to see along the route. The road was through vast pine woods nearly all the way, and there was hardly a human habitation to be seen during the entire journey, except a few empty huts used by wood cutters and men employed in repairing the railroad track. We reached Fernandina without any mishap about a quarter past four. The town of Fernandina is beautifully situated on Amelia Island near the junction of the Amelia and St. Mary's Rivers. The number of inhabitants is about three thousand, and the harbour is one of the finest on the southern coast. The streets are straight and broad. Many of them are paved with shell and beautifully shaded with water-oak. A fine shell road extends across the Island, about two miles to the sea beach, which has a smooth unbroken surface for twenty miles, affording a most delightful drive. The principal hotel is the Egmont which is named after Amelia, Countess of Egmont, who formerly owned the Island. The hotel is lighted by gas made from rosin, and it is probably the neatest and cleanest hotel in Florida. As the steamer "Western Texas" was to sail at seven o'clock on Sunday morning March 5th, the passengers had to be on board the night before. When I went on deck next morning about half past eight, as a slight mist had sprung up, land was nowhere to be seen; in the course of a few hours, however, it cleared away, and the coast of Florida could be distinctly seen. We saw great numbers of dolphins and flying fish. The flying fish appeared to be about nine inches long with two wings or fins on their back, but none of them came near enough to the vessel to allow a good view of them.

(To be continued.)

HALIFAX, AS SEEN BY A TRAVELLER.

Stepping out upon the platform we find that it is not without good reason that Haligonians boast of their railway station. You find yourself in a substantial building, which you at once perceive to be, if not highly ornamented, very convenient. The building, which is of brick, I should judge to be fully five hundred feet in length and broad in proportion. There are about a half-a-dozen tracks. The waiting-rooms are large and commodious.

This depôt is, in a manner, international—or perhaps I should say inter-provincial—for it is used as the terminus both of Intercolonial and of the Windsor and Annapolis railways. As far as regards the comfort of travellers in this respect, Halifax is ahead of St. John.

However when the Government have erected the depôt, which is under consideration, for the Intercolonial railway, probably St. John will be on a footing with Halifax; and when (if ever) the railway bridge is built over the Falls the "Commercial Capital" of New Brunswick will surpass her sister city in having a railway station not only inter-provincial but also inter-national.

Having left the station by one of the numerous door-ways you find the usual number of cabbies beckoning and shouting to you. Here again you find an advantage which "New Scotland's capital" has over St. John. There are two lines of omnibuses which for a small sum will drop you within a short walk of any part of the city.

Many of my readers know well how much the want of a similar means of conveyance is felt in the city of St. John. The Haligonian "bus" in no way resembles the celebrated St. John "Army Worm." Far from it. The former are commodious vehicles easily seating a dozen and to a great extent supplying the place of the street cars in larger cities. In fact they, as do the "Army Worms" in St. John, carry on the business of the defunct Tramway Company. Driving over the line of one of these "buss" companies, a stranger has a good opportunity of seeing Halifax as a city.

Having had a view of the splendid railway station your mind is fully prepared to drink in the beauties of the city. At first you are somewhat taken aback at the evident lack of the paint brush displayed by the majority of the houses. In fact when you catch a sight of a house which seems to have received a coat of paint within the last decade, the house, far from appearing an ornament, does in fact mar the general uniformity to which the eye has grown accustomed.

Having driven through several very mean looking streets, which compare very unfavourably with any in St. John, we come upon something which is decidedly novel to a St. John man. Marching up and down before a long low wall a soldier is seen dressed in the distinctive uniform of the British regular. If you enquire from one of your fellow passengers what is the meaning of this you will be informed that this soldier is a sentry on guard before Her Majesty's dockyard. The Imperial government owns a great deal of property in and about Halifax. There are stationed at this port probably more British troops than any where else in Canada. The garrison at Halifax costs the Home government for ordinary expenses more than any other single colonial station. But at present I am not dealing with Halifax as a military position.

After passing the dockyard you are rather surprised at the

change in the appearance of the streets. True, they do not increase much in width, but the buildings change. You are now passing through a street lined on either side by large massive stone structures, all of which however wear rather a venerable appearance. But their solidity and strength are manifest at the first glance. In strength of build they seem in no way inferior to those used in St. John for similar purposes, but certainly they lack the tasteful finish and the symmetry of the latter.

And now you come to a most heterogeneous mixture of houses. Here is a large stone warehouse, there a wretched tumble-down hovel, here a leading provision and grocery store, there perhaps, under the same sign, a low looking grog shop. This mingling of the high and the low, the rich and the poor strikes forcibly on the mind of one accustomed to cities whose business quarter has been erected within late years. Suddenly we come upon two large stone buildings, side by side. These are two banks. The one the Bank of Nova Scotia and the other the Merchants' Bank of Halifax. The latter of these, which occupies a corner lot, is an edifice which would be an ornament to any city. Built of free-stone, its elegant finish attracts the eye of the most casual observer. This building, partly by its position and size, partly by its very color, overshadows the Bank of Nova Scotia which adjoins. The appearance of the latter is very unique. It is built of brown sand-stone. Examining it you naturally conclude that there has been an enormous amount of labour expended on it (I think) to very little purpose, for all its beauties are cast into the shade by its more favorably situated neighbour. The constructing of it in this style may however be accounted for by the fact that it was constructed at an earlier date than its near rival, and doubtless it had its day in which it shone supreme in solitary grandeur. Across the street—or I should say streets, for both are corner buildings—from the Merchants' Bank, is the Post Office. This is large, occupying a block. It is four stories high and contains within its walls a Museum, Savings Bank, &c., as well as the office proper. In a future paper I shall endeavour to treat of this establishment more fully. A short distance further on, nearly opposite in fact, we see the House of Assembly, an old stone building standing back from the street and containing the Legislative Hall, Government offices, &c. Such a building is of some little interest to a native of St. John, but I shall not here enter into a detailed account of its internal arrangement.

Passing onwards we see the Bank of Halifax, a fine stone structure, and some other well built establishments. After this we drive by some fine dwelling houses. Perhaps while in this street more than in any other a St. John man is struck by the solid built for use not for style of many Halifax domiciles. As the "bus" advances we probably catch a glimpse of the Young Men's Christian Association. The building has very much the appearance of that used for the same purpose in St. John. On the ground floor the Bank of Montreal has (or had) its agency. The upper floor is occupied as a reading-room, well supplied with the leading secular and evangelical periodicals of the Dominion, United States, and Great Britain. On this floor are also the dining-rooms and baths. The uppermost flat is devoted to the purposes of a large lecture room similar to that in St. John. We also catch sight of the Government House, one of the oldest buildings in the city. The mansion, which is surrounded with fairly extensive grounds, is the residence of the Lieutenant Governor. As travellers, taking one of the "bus" lines, our view of the city is somewhat restricted, so that during the remainder of our drive we see but little to

interest us beyond the glimpse that we catch of the gas house, and here and there a church spire. Some of the private houses along our route presented a fine appearance and occasionally show by their surroundings great good taste on the part of the inmates.

In a future sketch I will endeavour to describe at greater length the city and its inhabitants. Let me close by wishing the readers of the WOLLESTOCK GAZETTE a "Happy New Year."

W. A.

ART CORNER.

Every Sunday, in his studio, Dore gives merry dinners in the Rue St. Dominique where are his violin, piano and harmonium and always some great actor, singer or composer.

The furniture of King Kalakua's palace was made in Boston. The library is in green, the music room in old gold, and the throne room in crimson.

The remains of John Howard Payne, author of *Home Sweet Home*, are to be brought from Tunis and reinterred in Washington, next spring, through the instrumentality of Mr. W. Corcoran.

A rare and costly orchid a *Cattlega exoniensis* with pale rose coloured petals and rich mauve tips was exhibited by H. H. Hunnewell at the recent exhibition of the Massachusetts Horticultural Society in Boston.

Two of Albert Bierstadt's paintings of the Yosemite Valley together with other invaluable things not to be replaced, were burned in his residence on the Hudson, called *Malkasten*, the German for "Painter's Box."

A statue of Bridge has been unveiled at Cambridge, Mass. It is by a son of the late Thomas Gould, sculptor, after designs by his father. According to trustworthy accounts, few cities of the Union contain a poorer piece of fine art than this statue.

The portrait sculptors are reaping golden harvests nowadays. A statue of Prince Louis Napoleon is to be unveiled at Woolwich by the Duke of Connaught. Mr. Boehm's bronze statue of Carlyle was lately unveiled in London. The Hungarian nightingale, Peto, has one at Buda. Pesth and Washington Irvine is to be honored with one in Central Park. A picture by Meissonier, measuring only six by four inches, *Pollinchele*, was lately bought by M. Sectetan, a Parisian amateur, for \$8,000.

The wife of the first secretary of the Spanish embassy in London, the Marquis del Moral, is the daughter of Mrs. Elliot, the wife of the Dean of Bristol. She has a genius for decorative art and for toilette, and is the author of *Jottings of an Idle Woman in Italy*, and a similar book of Sicilian notes.

It is thought by some of the critics that Mr. Wm. Sartains "Nonquitt Marsh" is one of the most skillfully painted and most attractive works in the art exhibit of the New England Manufacturer's and Mechanics' Institute lately opened in Boston.

Nearly eighty artists from Belgium, including painters, sculptors, architects and also archaeologists, members of a guild, whose object is the study of Christian art, have overrun England lately for the inspection of the churches and cathedrals there.

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