

Carleton Sentinel Supplement, April 14th, 1888.

ST. JOHN LETTER.

St. John, N. B., April 9, 1888.

If you or I had gone across the "line" a year ago for a week, month or year's vacation, or to occupy positions better than that which it had been our lot to secure here, there were ten chances to one if, in a few hours, we did not receive the undeserved and uncoveted title of "Exodian." It must be a relief to the travelling public to feel that they are at the present time in less danger of having this unsought degree conferred upon them. The "Exodus" idea is exploded, and the paragraph which kept it alive has been boycotted in every respectable journal. So long as there are fast trains and fleet line of steamers connecting the commercial and industrial centres of neighboring kingdoms, so long will the residents of those countries take advantage of the convenient and rapid modes of transit afforded them and pass and re-pass that political line which separates Canada and the United States. Hundreds of New Brunswickers have gone to the United States and remained, but, as the railway and steamboat statistics show, as many, if not more, have returned. A captain of the International Steamship Line told me a few days ago that he had no doubt but that, in the year's run, as many Provincialists had come from Boston as had gone there. Some of them return poorer in pocket, but richer in that experience which should warn them and their friends against leaving happy homes to compete with the thousands of native employment seekers in the great cities of the neighboring Republic. When the fishermen, the carpenters, the quarrymen, and many others, leave their homes in the Spring for the Summer's work, which provides for their families in Winter, they are too apt to be dubbed "Exodians." What then shall we call the Americans who have faith enough in us to invest thousands of dollars in our cities? What shall we call the Yankee sportsmen who spend all the Summer months in the province; and, again, can any one suggest an appropriate title for the real estate seekers who want to inflict several Summer resorts upon us and add to the thousands of tourists who, glad to escape the hot and unhealthy cities of New England, turn to the cool and shady shores of Maritime Canada? Let us have reciprocity all round.

Several new firms are about starting business in the city. I mentioned a similar fact some weeks ago and am glad to record another. It shows that, notwithstanding all that has happened and been said, the young men of the city have lots of faith in its ultimate boom.

The people are supposed to own the Intercolonial Railway and have some voice in the selection of the men who are at its head, yet in point of popularity the New Brunswick Railway is first. This is due to the comparison between a rapid, satisfactory service, which covers the distance between St. John and Boston in 14 hours, and the snail like rate which keeps a traveller 12 hours between St. John and Halifax.

As you are likely, during the coming Summer, to have a visit from Capt. Arthur W. Masters, a special agent for the Maritime Provinces of the New York Equitable Life Assurance Society, let me tell you something of this gentleman, the company which he represents, and his successful work in St. John. Capt. Masters began life as a fore-castle boy, and passing through all the grades became captain a few years ago of the finest ship in the famous "Diamond T." fleet owned by Messrs. Troop & Sons. Deciding to spend the rest of his days on shore he has taken up a work that will, while it satisfies his desire for a tranquil life, provide his restless disposition with change of scene and permit him to be acquainted, at least, with his native land. Capt. Masters received his appointment from the Equitable Society October 1st, 1887, and has, up to April 1st, written in St. John life policies amounting

CHEAP SALE!

Having purchased the STOCK OF GOODS in the Store lately occupied by Mr. G. N. WHITE, I will sell the next

THIRTY DAYS

—AT A—

GREAT REDUCTION From Former Prices!

These Goods are not shelf-worn, but about all new, the greater part having been opened up during last March.

—THE STOCK COMPRISES—

COTTONS, PRINTS, DRESS GOODS, FLANNELS, GINGHAMS, Ready-Made Clothing, HATS and CAPS,

Boots and Shoes,
Tea, Molasses, Sugar,
Tobacco, Soda, Spices, Soap,
Hardware, Patent Medicines,

And a great variety of other things too numerous to mention.

Come Early and Secure a Good Trade.

H. B. WHITE.

Centreville, April 13, 1888.

to \$120,000. This, for a man beginning the work and in a city so thoroughly covered by life insurance agents, is remarkable work and is a high compliment for both the agent and the company. The Equitable Society has been writing policies in Canada since 1870, and its fairness, justice, liberality and promptness have made it a household word and a favorite with insurers. The payment the last few years of a matured series of Tontine and Endowment policies has shown them such good investments that the policies written in Canada by this society in 1887 were much larger than ever before. There have been several cases in this city where policy holders have received 4½ per cent. on their premiums besides being assured for the period fifteen years, receiving interest at the end of that time and having a paid up policy in his possession. Taking these results into consideration and the standing of the society, is it any wonder that its policy holders are legion? Here are some official figures for you, dated January 1st, 1888: Liabilities, \$66,274,650; Assets, \$84,378,904.85; New Assurance, \$138,023,105; Surplus, \$18,104,254.85; Outstanding Assurance, \$483,029,562; Paid Policy Holders in 1887, \$10,062,509.81; Paid Policy Holders since organization, \$106,610,293.33; Total Income, \$23,240,849.29; Premium Income, \$19,115,775.47; Increase in Assets, \$8,868,432.09; Assets to Liabilities, 12½ per cent; Amount of Assurance in force in Canada, \$16,000,000; Deposit at Ottawa, \$1,000,000.

Captain Masters' figure will be missed from the street when he starts, about May 1st, on his provincial tour, but his numerous friends predict a grand Summer's work for him and trust that he will add as many policy holders and friends to his list as he has during the past winter.

The Labor Commission returns to New Brunswick about Thursday and begins work at Moncton. Thence it will go to Newcastle, cross to Fredericton and afterwards visit Woodstock and St. Stephen.

The civic elections are over. In St. John the only change was the re-election of an alderman in Carleton. Mayor Thorne was elected by acclamation and the same honor was conferred on ex-mayor John A. Chesley in Portland.

The effects of Lent are disappearing and every issue of the newspapers contain an announcement of some amusement event which will be soon placed before the public. Concerts, organ recitals, sports and racing composed last week's programme. In the near future, Max O'Reil and Mrs. Scott Siddons will appear upon the Institute platform. The latter will be given a warm welcome by St. John people and I doubt not in every place she appears.

Nautical sports are very much interested in Mr. David Lynch's model of a yacht which has been designed to compete for America's cup. Mr. Lynch is the most skillful and experienced of Canadian ship-builders and claims, with every show of right, the hollow mid-ship section was first seen in America in his fleet pilot boat "Lightning." The Americans are regarding Mr. Lynch's progress upon a new and competitive model with considerable curiosity.

The doctors and undertakers are happy. They are expecting a visit from Modern Herod in June and July. Real estate in small family lots is going up—and all because American fruit has been placed on the free list!

SANTA CLAUS.

When Brazil declares her slaves free, as she will at her next Legislative session, then the Continent of America will be free of the disgrace of human bondage. Only Cuba and some of the West India islands will then recognize slavery. Strange that these, the first points in the Western hemisphere to be visited by the white man, should be the first to introduce slavery and the last to continue it.