SAINT JOHN, N. B., APRIL 21, 1873

EVERITT & BUTLER,

WHOLESALE

Dry Goods Merchants and General Clothiers,

DESIRE to inform their Customers and the Country Trade in general that they have now ready for inspection

Full Lines of a Most

ATTRACTIVE STOCK

IN EVERY DEPARTMENT,

We offer our Goods on the most liberal terms to Cash and prompt paying dealers and at the LOWEST LIVING PROFITS.

55 and 57 King Street.

apr 21

DR. J. E. GRIFFITH, DENTIST,

Office Union St., Near Germain,

SAINT JOHN, N. B.

ARTIFICIAL TEETH INSERTED IN THE BEST MANNER.

SPECIAL ATTENTION GIVEN TO FILEING AND PRESERVING THE NATURAL TEETH. dec19—1y

MISPECK MILLS, - - St. John, N. B.

SUPERIOR LIGHT HOMESPUNS,

And UNION GREY FLANNELS

Suitable for Summer use, and VERY CHEAP.

IN STOCK:

All Wool Twilled Flannels and Tweeds

ALSO:

FIRST CLASS COTTON WARPS.

The above named Seasonable Goods are all of SUPERIOR QUALITY, manufactured from the very best materials, and warranted to give satisfaction.
ORDERS FROM THE TRADE RESPECSFULLY SOLICITED.
Warehouse—Reed's Building, Water Street.

mar 20—1ydw J. L. WOODWORTH, Agent.

Stock's Extra

MACHINE OIL!

For the use o SAW and GRIST MILLS, FACTORIES, MACHINERY. MOTIVES, and all kinds of

The Subscriber has been appointed Agent for the sale of the above SUPERIOR OIL in this Province, and will always have a

STOCK ON HAND

To supply those parties requiring it.

It is now being used in the large Mills and Factories in Ontario, and is giving general satisfaction, as it is free from odor, and will neither chill nor gum in the coldest weather. The following are a few of the many testimonials received:—

I will run Stock's Oil against any other oil in the Dominion, and will prefer it to either Sperm or Olive, or to any other used for machinery. A. HENDERSON, Foreman Joseph Hall Works, Oshawa.

I am using Stock's Oil in the Orono Mills, and find to be the best oil I have ever used, either in the Old Country or in Canada, and I have used all other kinds of oil, but none suits me as well as Stock's. THOS. HOOPER.
Orono, May 18, 1871.

I would rather have Stock's Oil than any I have used in twenty years' experience. GEO. BLAKE, Brown & Patterson's, Whitby.

I use Stock's Oil on my machinery, which revolves about 4,000 times per minute, and find it he only oil that gives satisfaction. J. CHURCHILL, Bangor, Ont.

TORONTO, March 16, 1872. From Messrs. Hunter, Rose & Co.: We are highly pleased with the Oil supplied by Messrs. Stock & Webster. We have never used better oil for lubricating purposes. H., R. & CO.

J. MOORE, Foreman Press Room.

JOSEPH HALL WORKS, OSHAWA,—OSHAWA, Ont., Feb. 7, 1872.—I can safely say that I consider Mr. Stock's oil cheaper, at $1 per gallon, than olive oil at 50 cents F. W. GLEN, President.

W. H. OLIVE, Agent,
110 Prince William Street,
ap 10 St. John, N. B.

BARNES & CO.,

Printers, Booksellers, Stationers,

AND

BLANK BOOK MANUFACTURERS.

We have added new machinery to our Bindery, and are enabled to execute BINDING in the best style. *Call and see Specimens.*

BARNES & CO.,
nov 1y21 68 Prince Wm. street.

Dr. L. B BOTSFORD, Jr.,

87 UNION STREET,

SAINT JOHN, N. B.

Office hours—8 to 10 A. M.; 2 to 4 P. M.; 7 to 9 P. M. may 10 1y

WILLIAM DUNLOP,

WHOLESALE AND RETAIL DEALER IN

Flour, Groceries & Liquors,

No. 30 CHARLOTTE STREET,

nov 21 1y ST. JOHN, N. B.

159 Union Street.

GEORGE MURDOCH,

Harness Maker,

AND DEALER IN

Fine Driving and Working Harness, Whips Curry Combs, Brushes, &c., always on hand.

Strict attention paid to JOBBING and REPAIRING. nov 21 1y

ROBERT MARSHALL,

Fire, Life & Marine Insurance Agent

NOTARY PUBLIC,

ST. JOHN, N. B.

ap 10

MOORE'S

Sign Painting

ESTABLISHMENT,

47 Germain Street,

dec 5

SAINT JOHN

Harness & Collar Manufactory.

HARNESS! HARNESS!

DRIVING and TROTTING HARNESS. made from the Best Moffatts American Leather, in Gold, Silver and Rubber Mountings, in Stock or made to order.

J. ALLINGHAM,
may 19 15 Charlotte street.

DR. J. BREEN,

Graduate of Georgetown Medical College,

WASHINGTON, D. C

OFFICE AND RESIDENCE—Morrison's Block.

MAIN STREET,

PORTLAND, N. B.

ap 8

CARD.

D. E. DUNHAM,

ARCHITECT.

Rooms, 1 and 2 Bayard's Building,

(UP STAIRS,)

106 PRINCE WILLIAM STREET.

Persons intending to Build or Remodel their Buildings would do well to call at the above office before consulting carpenters, masons, &c., as the Subscriber *guarantees* to give all the information that can be obtained from the most practical mechanic, his theory being Beauty, Economy and Strength, so combined as to make the outlay worth, when finished, what it cost. feb 25

T. YOUNGCLAUS,

Merchant Tailor,

3 CHARLOTTE STREET,

NEXT DOOR TO J. M'ARTHUR'S GROCERY,

ST. JOHN, N. B.

CLOTHING

MADE TO ORDER.

Gents' Furnishing Goods

OF ALL DESRIPTIONS.

The best material used and satisfaction guaranteed.
All orders promptly attended to. ap 5

Continental Hotel.

THIS new and commodious house, situated on

KING'S SQUARE,

Will be open for the reception of guests on the 14th inst.

The house is new, and fitted with all the most modern improvements, having just been built by Mr. G. Rix Price.

The Location is the Finest in St. John

The Subscriber, returning thanks for the liberal patronage bestowed on him while proprietor of the Sibley House, would respectfully request a continuance of the same in this NEW PLACE, where, with the best facilities to serve his friends, it will be his pleasure to make his house meet the requirements of all.

E. SIBLEY, Proprietor.
may 10

R. WALES,

HAS REMOVED HIS

Stock of Groceries, &c., to

PORTLAND BRIDGE,

(Opposite R. Farmer's Lumber Yard,)

Where he will be happy to meet all of his old customers and as many new ones as will favor him with their patronage. ap 3 tf

The Daily Tribune.

J. L. STEWART,..... EDITOR.

MONDAY EVENING, JULY 7, 1873.

The Pacific Railway Scandal.

Montreal papers bring a fuller digest of Sir Hugh Allan's unsavoury correspondence with his New York and Chicago partners.

On March 4th, 1872, Sir Hugh writes that Messrs. Brydges and Macpherson have notified him that they will not join his company on account of its American affiliations, and have tried to induce him to join their company of Canadians. July 1st, 1872, Sir Hugh was confident that his negotiations with the Government would lead to the granting of the contract to his company, as will appear by the following letter to "a prominent American R. R. President." The letter also gives Sir Hugh's version of the rise and progress of his company, and its struggles to outstrip all rivals:

MY DEAR SIR,—The negotiations regarding the Canadian Pacific Railroad are now approaching a termination, and I have no reason to doubt they will be favorable to us. I have been given to understand by Mr. McMullen, that he has regularly kept you informed of the progress and position of affairs, hence I have not communicated with you as often as I otherwise would have done. No doubt he has informed you that, thinking as I had taken up the project, there must be something very good in it; a very formidable opposition was organized in Toronto, which, for want of a better, took as their cry, "No foreign influence—no Yankee dictation"—"no Northern Pacific to choke off our Canadian Pacific," and others equally sensible. So much effect, however, was produced both in and out of the Parliament by these cries, that after consultation with Mr. McMullen, I was forced unwillingly to drop ostensibly from our organization every American name, and to put in reliable people on this side in place of them. It will have been apparent to you that at this point Mr. McMullen and I differed a little as to the means to be adopted to influence the Government itself.

Two opposing companies desiring to build the railroad were formed; the one from Ontario having the greatest number of names, while that from Quebec had the greatest political power. Mr. McMullen was desirous of securing the inferior members of the Government, and entered into engagements of which I did not approve, as I thought it only a waste of powder and shot. On a calm review of the situation I satisfied myself that the decision of the question must ultimately be in the hands of one man, and that man was Sir George E. Cartier the leader and chief of the French party. This party has held the balance of power between the other factions. It has sustained and kept in office and existence the entire Government for the last five years. It consists of 45 men who have followed Cartier, and voted in a solid phalanx for all his measures. The Government majority in Parliament being generally less than 45, it follows that the defection of one-half or two-thirds would at any-time put the Government out of office. It was, therefore, evident that some means must be adopted to bring the influence of this compact body of members to bear in our favor, and as soon as I made up my mind what was the best course to pursue, I did not lose a moment in following it up. A Railroad from Montreal to Ottawa thro' the French country north of the Ottawa River, has long been desired by the French inhabitants, but Cartier, who is the salaried solicitor of the Grand Trunk Railroad, to which this would be an opposition, has always interposed difficulties, and by his influence prevented its being built.

The same reason made him desirous of giving the contract for the Canadian Pacific into the hands of parties connected with the Grand Trunk Railroad, and to this end he fanned the flame of opposition to us; but I saw in this French Railroad scheme, and in the near approach of the general elections, when Cartier, as well as others, had to go to their constituents for re-election, a sure means of attaining my object, especially as I propose to carry it through to the terminus of the Pacific. The plans I propose are in themselves the best for the interests of the Dominion, and in urging them on the public I am really doing a most patriotic action; but even in that view means must be used to influence the public, and I employed several young French lawyers to write it up in their own newspapers. I subscribed a controlling influence in the stock, and proceeded to subsidize the newspapers themselves, both editors and proprietors. I went to the country through which the road would pass and called on many of the inhabitants. I visited the priests and made friends of them, and I employed agents to go among the principal people and talk it up. I then began to hold public meetings and attended to them myself, making frequent speeches to them in French, showing them where their true interests lay.

With most encouraging success, the scheme at once became popular, and I formed a committee to influence the members of the Legislature. This succeeded so well that in a short time I had 27 out of the 45 on whom I could rely, and the electors of the ward in this city which Cartier himself represents, notified him that unless the contract for the Pacific Railway was given in interest of Lower Canada, he need not present himself for re-election; he did not believe this, but when he came here and met his constituents he found, to his surprise, that their determination was unchangeable. He then agreed to give the contract as required in this way, that there would be 17 Provisional Directors, of which Ontario would have 8 and we 9, thereby giving us the control. We at once proceeded to organize the company (our section), and they named me President; D. McInnis, of Hamilton, Vice-president; E. L. De Bellefeuille, Secretary, and Hon. J. J. C. Abbott, legal adviser. We have advertised that the books for subscription of stock will be opened on the 15th July at the different places named in the Act, and we have notified the Government that we are willing to take the contract for building the Canadian Pacific Railroad on the terms and conditions prescribed in the Act.

The next thing to be done is to subscribe the stock, which must be done by British subjects only, and ten *per cent.* of the subscription must be paid in cash at the time of subscribing. We have the right of subscribing nine-seventeenths (9-17) at present, and taking up whatever the other party may not subscribe at the end of the month. I have arranged in the meantime that if you will send a certificate of the equivalent of $1,000,000, gold, having been placed by Jay Cooke & Co. to the credit of the Merchants' Bank of Canada, Montreal, in their own bank in New York, it will accept the cheques for the subscription, but no money will pass till the contract is entered into, and then ten *per cent.* on the amount of stock awarded us will have to be paid in to the Receiver-General. Be pleased, therefore, to send me as early as possible powers of attorney to subscribe the stock, and Jay Cooke & Co's. certificate above mentioned. I have had several letters from England offering to take the whole thing up if we desire to part with it; but it looks to me to be too good to part with readily.

If you wish any other information I will go to New York next week, if you desire it, and communicate with you personally. Please telegraph, if you wish to see me, and the day.

As you may suppose, the matter has not reached this point without great expense, a large portion of it only payable when the contract is obtained, but I think it will reach not much short of $300,000. Yours faithfully,

HUGH ALLAN.

I presume you desire that unless we can obtain and secure a majority of the stock, you would not take any: but on this point I wish to be instructed.

H. A.

But alas for human calculations! The Government spider was not safe in the Allan fly's parlor. Sir George Cartier had not succumbed to the formidable influence that had carried his constituency by storm, but had resolved to brave it. A letter to G. W. McMullen, dated Montreal, July 16th, 1872, shows how coolly Sir George broke the web that had been woven around him, and how resolved the Government were to have nothing to do with the American Company. Sir Hugh says he

Has had interviews with Sir G. E. Cartier, who was in town, and who told Sir H. that "he does not now, and never did, intend to deal with either Macpherson's Company or ours, and that he only allowed them to get incorporated as a matter *of amusement*. But he says he always intended that the Government would form its own Company, who would carry on the work *under the orders of the Government, according to the views of the Government engineers*, and with money *furnished by the Government*. He says that he and Sir John A. made up their minds to this long ago, but did not tell any of their colleagues. Negotiations were proceeding between Sir H. and Mr. Macpherson relative to the composition of this Government Co., but nothing had as yet come of it. The elections are approaching "and unless the matter is arranged satisfactorily to Lower Canada Sir Geo. Cartier's prospect of being returned is very slim indeed." The ultimate result cannot be with certainty foreseen, but the decision cannot long be put off.

Sir Hugh evidently intended to make Sir George pay dearly for his *amusement*.

The next two letters we have announce the formation of the Government Company—the present Canada Pacific Railway Company, offer to clandestinely take in the American promoters of the original Company, and gently insinuate that the Government Barkis is willin'. Here they are:

Letter, Montreal, 6th August, 1872, to G. W. McMullen, Esq., stating that after delays the matter has now, owing to the near approach of the elections and the stand taken by Sir Hugh's French friends that they would lend no help till he pronounced himself satisfied, been brought to a crisis, and Sir H. thinks the game he has been playing likely to be crowned with success. "Yesterday we entered into an agreement by which the Government bound itself to form a Company of Canadians only, according to my wishes. That this Company will make me President and that I and my friends will get a majority of the stock, and that the contract for building the railroad will be given to this Company in terms of the Act of Parliament. Americans are to be carefully excluded in the fear that they will sell it to the Northern Pacific. But I fancy we can get over that in some way or other. This position has not been attained without large payments of money. I have already paid over $200,000 and will have at least $100,000 more to pay. I must now soon know what our New York friends are going to do. They did not answer my last letter."

Letter, Montreal, 7th August, to the "Prominent American R. R. President," already referred to, reminding the latter that he had not answered the letter sent him on the 1st July, or the question therein asked. The progress of negotiations since then is described. Thanks to the strong French influence developed by Sir Hugh the Government had to come to terms with him, and the result was that "we yesterday signed an agreement by which, on certain monetary conditions, they agree to form a company, of which I am to be President, to suit my views, to give me and my friends a majority of the stock, and to give the company so formed the contract to build the road on the terms of the Act of Parliament, which are $30,000,000 in cash, 50 millions of acres of land, with all other advantages and privileges which can be given to us under the Act, and they agree to do everything in their power to encourage and assist the Company during the whole period of construction. Our opponents are to get a minority of the stock, and they regard us with great jealousy and dislike in consequence of their defeat, and on that account the Government is obliged to stipulate that no foreigner is to appear as a shareholder, so as to avoid the former cry of selling ourselves to the Northern Pacific, and succumbing to foreign influence. The shares taken by you and our other American friends will, therefore, have to stand in my name for some time. We shall get $6,000,000 of the stock out of the whole capital of $10,000,000. I again ask you if the parties are willing to take the reduced amount of stock in the same proportions as the amount signed for previously. As is my duty I offer it to you, but there are plenty desirous to get it. Ten per cent. on the amounts will have to be paid up and deposited in the hands of the Government as security, but will be returned, I think, as soon as the work is fully begun. The expenses incurred in bringing the matter to this point have been very great; I have already paid away about $250,000, and will have to pay at least $50,000 more before the end of this month. I don't know as even that will finish it, but I hope so. Of course this will have to come from the subscribers to the $6,000,000 stock. If you elect to go on with the subscription I will visit New York about the end of this month to settle the details with you."

The purpose for which the two letters above were written is evident: Sir Hugh wanted the $343,000 he alleges having spent. In order to get this he endeavors to make his friends believe that all has gone well with them at Ottawa, and that they may step in as previously contemplated, and gain control of the road. All they require to do is to trust the stock in his name, send him $343,000 in gold, and wait. This was, we suppose, rather too thin for American spectacles. Jay Cooke and his brokers did not depend entirely on Sir Hugh for Ottawa news, and they knew that their game was up—that they had been practically abandoned by Sir Hugh, who had chosen to swim without rather than sink with them—and they declined to repose the childish confidence in Sir Hugh that was demanded of them.

The next letter—and the last given to the public—shows Sir Hugh becoming exceedingly anxious to have his alleged large outlay refunded. It is addressed to G. W. McMullen, Chicago, under date of Montreal, September 16th 1872:—

"DEAR MR. MCMULLEN:—I wanted at this time to have a meeting in New York, to see what our friends there were disposed to do, but to-day I have a letter from ——, stating that he is leaving New York for Chicago, there to join ——, and the two are going to Puget Sound. They say no meeting can be held till 15th November, which will not do at all. I hope in ten days or so to have the contract signed, and would like immediately after to go to England to raise the money to build the line. I have disbursed $343,000 in gold, which I want to get repaid. I have still to pay $13,500, which will close everything off. I will go to New York as soon as the contract is signed, say about 7th Oct., and would be glad to meet you there. Yours truly,

[Signed] "HUGH ALLAN."

There is absolutely nothing in the whole correspondence, so far as published, that implicates the Government as a whole, or any member of it individually, with having, either for money or stock, or under political pressure, acquiesced in Sir Hugh Allan's scheme of building the road by a Company largely composed of Americans. He pretends, it is true, that the attitude he has influenced the French to assume in favor of his Company has forced the Government to satisfy him, but the facts show that he was far being satisfied. These facts are: The defeat of Sir George Cartier, the defeat of the Government candidates in the constituencies that Sir Hugh had obtained control by the means described by himself in one of his letters as given above, and the refusal of the American partners to trust their money in the Company that Sir Hugh had been given the Presidency of, under the strict terms that had been imposed by the Government.

The Bishop and the Burials.

We have often called attention to the waste of time and money, and the injury to the business of the port, caused by the rule of the Laborers' Association reiquiring all its member to quit work a half day when one of their number is buried. The cost of each of these funerals is fully $500 to the laborers and $500 to the ships delayed in port on account of the absence of men employed in loading or unloading them. His Lordship Bishop Sweeney, in the Cathedral yesterday, spoke strongly on this question, condemning the practice of the laborers, and urging that a more common sense method of showing respect to the deceased be adopted. He deserves the thanks of every business man in the community for the good advice he thus gave to his people. The matter was freely discussed at the street corners and wharves afterwards, and the Bishop's opinion appeared to be acceptable to the majority of those who talked it over.

When does the Board of Health purpose attending to that "little matter" in the rear of the Custom House?

School Compromises.

Is a morning contemporary trying to break up the peaceful school compromise that exists in Carleton, or why is it always twitting the Catholics of it? We hope the Catholics will not secede from the present satisfactory arrangement on account of the partisan use that is made of it against their claims. The Government is willing to rent the Bishop's schoolhouses elsewhere, employ the secular teachers now employed, and allow the priests to give religious instruction to the children of their flock after school hours, but the Government is not willing that schoolroom walls should be adorned with the symbols of any particular sect, nor that teachers in common schools should be members of religious orders. Will the Catholics accept the concession, or will they demand that the Christian Brothers and the Sisters be declared eligible as teachers of Non-sectarian schools?

Dr. E. S. Wiggins, Principal of the Ontario Institution for the Blind, is in the city, and will lecture soon on the necessity for establishing a similar institution in New Brunswick, of which due notice will be given. Dr. Wiggins is justly proud of the noble institution under his management, and, knowing its beneficent influence, is desirous that his native Province should have a similar one on a smaller scale. He will tell the people many interesting things concerning the sightless, and illustrate the benefits of the care and teaching given them in well managed asylums.

Shipping Notes.

Narrow Escape from Drowning.—A few days ago, two men, while attempting to board the bark St. Michael, at her wharf, at Newcastle, fell overboard and were nearly drowned before Captain Bond, who was asleep in his cabin, came to their rescue.

The brigantine Alice, which was ashore near Musquash a few days ago, has been ordered on Hilyard's Marine Railway by the Portwardens. She goes on, Wednesday.

Merchants' Exchange.

The following despatches were received at the Exchange to-day:

Montreal, July 4.—Flour market quiet, steady.

Ordinary Canada and Welland Canal $5.50 a $5.60; Fancy $6.00 a $6.10; Extra $6.25 a $6.50.

Oats 32c. a 35c.; barley 50c. a 55c.

Receipts of flour 3,000 barrels; sales 1,400

Holiday in United States. No markets.

New York, July 7.—Gold opened at 115¼.

LOCALS.

For advertisements of WANTED, LOST, FOUND, FOR SALE, REMOVED, or TO LET, see Auction columns.

New Advertisements.

Advertisers must send in their favors before 12 o'clock, noon, in order to insure their appearance in this list.

Amusements—
do Lee's Opera House
do Grand Bazaar
do Theatre—J W Lanergan
do The Great North American Circus & Hippodrome
New Goods— Everitt & Butler
Anchor Line— Scammell Bros
Mowing Machines— C E Lyman
Straw & Felt Hats— D Magee & Co
Tea, &c— J S Turner
Intercolonial Railway— Lewis Carvell

AUCTIONS.

Notice of Public Sale— Eliza Ennis
Clothing, &c— E H Lester

Hotel Directory.

Victoria Hotel, Germain street.
United States Hotel, head of King St.
Continental Hotel, north side of King Square.
Bay View Hotel, Prince Wm. street.
Victoria Dining Rooms, Germain street, (opposite Market).

On First Page: Poetry; Notes and News, and A Marvellous Ride.

On Fourth Page: Styles, and A Circus in a Whirlwind.

Brevities.

The Rev. Mr. Satterly, Rector of the Parish of Douglas, was reported at the point of death last evening. His disease is ulcer in the stomach.

A large number of members of the United Catholic Temperance societies attended the funeral of Mr. John McNeil, of Carleton, yesterday afternoon.

The Grand Lodge of the I. O. O. F. for the Lower Provinces holds its annual session in Truro, N. S., commencing on the 15th inst. There will be a good representation from St. John.

Steamers.

The splendid new steamer City of Portland leaves Boston to-morrow morning for Portland and this port; she will be due here on Wednesday afternoon.

The Star leaves her wharf at Indiantown, for Cole's Island, to-morrow, at 10 a. m.

The Empress leaves her wharf at the new pier, for Digby and Annapolis, to-morrow, at 8 a. m.

LIFE LIKE AND MORE DURABLE THAN OIL.—J. Hinch, Prince William Street, is now producing enlarged photographs, finished in India Ink, that are marvels of beauty and finish. Portraits by this process are exhibited in the window of W. K. Crawford, King street.

Accidents.

A child living in Richmond street was run over near the corner of Brussels street on Saturday afternoon. Though stunned the little fellow was not seriously injured, and was able to get home after a little crying.

Mr. Wm. Haytor, while working on board a vessel at South Bay, Saturday afternoon, had his leg broken by being struck with s coal tub.

James McKay and Wm. Thompson broke the axle of their wagon in turning the corner of Duke and Prince Wm. streets yesterday.

THE DAILY TRIBUNE advertises on liberal terms and gives the largest city circulation.

Boat Race.

A four-oared boat race takes place at 7.30 this evening, between the Long Bob of Portland, and the Lewis Green of the city. This is the race that was to have taken place on Dominion Day, but was postponed on account of the weather. The crews of both boats have been practising since, and a good race may be expected.

Strawberry Festival.

The Wesleyan Lower Cove Sabbath School will hold a strawberry festival on Wednesday evening. The Sunday School have been renovating their school room, and it is to pay off the debt that the festival is arranged, and no doubt there will be a good attendance, as the festivals and bazaars of this Society have always been attractive.

A quantity of decaying "corned horse," stored in barrels, in the rear of the Custom House, would make an excellent manure for marsh or upland grass. The above can be had merely for the expense of removal.

SKATING CARNIVAL.—Mr. Notman has completed the CARNIVAL CARTOON, and photographic copies in cabinet and larger sizes are now ready for sale.

Drowning of the Rev. Dr. Lee.

A despatch received from Westfield this morning records the death of the Rev. Dr. Lee, Rector of Fredericton. He has been unwell for some time, and had left Fredericton and was visiting the Rev. Mr. Woodman at Westfield, to recruit his health. This morning, about 7 o'clock, the two gentlemen went out for a walk on the bank of the river. Mr. Lee remarked that the morning was so fine that he should like to have a bath, and decided to take one. Mr. Woodman went round a point near by to look after some nets, while his friend was bathing, and on coming back Dr. Lee was not to be seen. He had probably taken cramps, or else, being weak from the effects of his illness, he was unable to bear the exertion. G. Sidney Smith, Esq., was notified by telegraph, and he and Mr. T. W. Lee at once started to make arrangements for finding the body.

Dr. Lee was a man of about forty-five, and has been in Fredericton for about twelve years. He has left many friends and relations to mourn his loss, and the Episcopal Church has lost a valuable clergyman.

Our special despatch gives the correct version of this sad affair.

IF YOU HAVE ANYTHING TO SELL advertise in THE DAILY TRIBUNE and secure the benefit of its large circulation.

Spiritualist Seance—A Fay-lure—The Clammy Hand Grasped—"Somebody Kissed Me!"

Yesterday afternoon, in the house of Mr. Amos Fales, were collected a little company. There were several of the faithful Spiritualists, and a few unbelievers who had gone with inquiring minds, either to be convinced of the truth of the fact stated by the Fays or to catch them in their deception and expose their tricks. It was one of Mrs. Fay's private seances—what is known with them as a dark seance. Mrs. Fay was placed on a stool in the centre of a circle of thirteen, who sat round with their hands clasped. Mrs. Fay was to sit in the centre and, while keeping up a clapping of the hands, was to ring a bell, play a violin, and cause spirit arms and hands to touch the persons of those present. The performance commenced by those sitting round feeling cold, clammy fingers about their faces, just touching them and then being taken away; soon the violin commenced to sound, and was thrown from one to another in the room; a bell was rung and the unbelievers were staggered, while Mr. Fay and others pronounced it a thorough proof of spirits being present. But another proof was demanded. The unbelievers were separated as much as possible, but two managed to get together and decided to make as good use of their hands as they could. The violin was placed on the knees of one of these men, and a most unreasonable man on the opposite side of the circle insisted on holding Mrs. Fay's hands while she caused the violin to play. This was a sticker, but she consented. Soon the gentleman who had hold of her husband's hand felt it being withdrawn. He asked him where his hand was, and had it replaced, and then, pitying the dilemna in which they were placed, got his own hand loose, and gently touched the cords of the violin. The faithful were overjoyed, and the Fays pronounced it the greatest proof yet given, while the gentleman quietly chuckled. Again there was a trial, again the cold clammy fingers touched the faces, when one of the men, who had his hand free, seized hold of the spirit fingers as they touched his face, and oh, horrors! 'twas flesh and blood he held. Then, suddenly, Mrs. Fay, for it was her arm he grasped, threw herself upon him and cried: "Somebody kissed me!" The man let go the arm at once, and Mrs. Fay immediately seated herself on her stool again, and lights were brought in the room. Then said one of the faithful: "The man who kissed this lady is no gentleman,' and all the unbelievers with one accord, pronouced the accusation false, and declared it but one of Mrs. Fay's plans to save herself from being caught in her tricks; they paid their money and left, pronouncing the spirit manifestations but rather clever tricks of legerdemain. The exposure, to their minds, was most complete, and it is hardly possible that this couple will want to appear before a St. John audience again. They will have to seek "fresh fields and pastures new."

This letter was received to-day by the gentleman who played the violin, and not by that wicked unbeliever, who was accused of catching and saluting with a spiritual kiss Mrs. Fay, at the seance. He justly considers it "a trap to catch a sunbeam":

[A. E. F.]

ST. JOHN, N. B.,
The
July 6, 1873.

MR. ——

Dear Sir

parden the liberty I take by sending my address to one how is to me allmoste a stranger alltho we offtims have met in company. and I trust may have the pleasher of meeting not so very far in the far distant futcher, after reading and considrin my note if you chose to reply. you can write me at the Jineral P. O this city and oblige Miss F E A this city Box 342.

P. O. Box 342 belongs to Mr. Louis Ansley, a prominent Spiritualistic friend of Mrs. Annie E. Fay.

THE DAILY TRIBUNE claims the largest city circulation of any daily published in St. John.

Masonic.

At the regular convocation of New Brunswick Royal Arch Chapter, R. C., held Thursday evening at the Masonic Hall, the following officers elect for the ensuing year were duly installed into office by Companion D. R. Munro, 33d Grand Superintendent of R. A. Masonry for New Brunswick, assisted by Past Z., James McNichol, Jr.:

Companion Henry Duffell, 1st Principal Z.;
" Dr. Joseph C. Hatheway, Past Principal Z.;
" Henry G. Hunt, Principal H.;
" George H. Pick, do. J.;
" Samuel Edgett, do. Sojourner;
" W. C. Allan, Senr. do.;
" David Millar, Junr. do.;
" James McNichol, Jr., Treasurer;
" David S. Stewart, Scribe D.;
" Charles Hillman, do. N.;
" Bela R. Lawrence, 32d M., 1st Veil;
" James Denny, do. 2d Veil;
" James Pickett, do. 3d Veil;
" Dingee Scribner, Janitor.

The Rink this Week.

Every afternoon and evening during the week this favorite resort will be occupied by the performances of the North American Circus and Hippodrome. The building is fitted up so that ease and comfort can be enjoyed by those who attend. This is the first time that any circus manager in St. John has ventured to go to the great expense of hiring and fitting up for a circus anything but an uncomfortable canvas tent, and no doubt this effort will be appreciated by the St. John people. For ladies and children who wish to attend in the afternoon, it is particularly appropriate. The troupe itself is by far the best that travels in the Provinces. On Wednesday, July 9th, at one o'clock, M'lle Jennette Ellesler will make an ascension from the ground to the top of the Rink on a single wire. This exhibition will, of course, be free to all, and will only give a slight idea of what will be done inside the Rink. The first performance is on Tuesday evening.