

**AUTUMN OF 1874.**  
WE HAVE RECEIVED PER  
Steamer Nova Scotia 100 Packages; Thames 15 Do.; Annapolis 27  
do.; Caspian 23 Do.; Sidonian 43 Do.; Hibernal 28 Do.;  
From New York and Boston 180 Do.; From Ontario  
and Montreal 50 Do.----400.  
We are now daily opening from the above goods to which we respectfully invite attention.  
We shall refer to the trade in Nova Scotia this season the best selected stock of  
**Dry Goods, Clothing, Smallwares,  
MILLINERY, ETC., ETC., ETC.,**  
Ever Shown in St. John.  
To Reliable Men and Cloze Buyers very Liberal Terms.---E3  
New Goods by every Steamer to this and Halifax ports.  
**EVERITT & BUTLER,**  
WHOLESALE WAREHOUSE,  
**55 and 57 King street.**  
p13  
**OAK AND PITCH PINE  
TIMBER**  
For Ship Building purposes, constantly on hand. Also  
**WHITE PINE BIRCH, &c., &c.**  
R. A. GREGORY,  
Office--FOOT OF REMOND STREET.---Portland, St. John, N. B.  
Referenc--T. J. STEWART & CO., E. J. DAVENPORT & CO.  
Feb 13 17  
**DR. J. E. GRIFFITH, Dentist.**  
Office, corner Germain and Duke Streets,  
OPPOSITE VICTORIA HOTEL,  
HALLOWAY, N. B.  
p13  
Teeth Extracted without pain by the use of Nitro Oxide (Laughing Gas).  
MARITIME  
**WAREHOUSING AND DOCK COMPANY!**  
Storage in Bond or Free. Cash Advances  
All descriptions of Merchandise. BANK STERLING CREDITS granted to Importers  
Application to be made to  
Sept 27  
**T. W. LEE, Secretary.**  
**JAMES D. O'NEILL,**  
MANUFACTURER OF  
**OIL-TANNED LARRIGANS!**  
Women's, Misses' and Children's BOOTS AND SHOES!  
SEBBER, KID AND GRAIN LEATHERS.  
FACTORY, No. 1 NORTH WEAIR, ST. JOHN, N. B.  
**MISPECK MILLS, St. John, N. B.**  
**HOMESPUNS,**  
IN GREAT VARIETY  
**All Wool Twilled Flannels and Tweeds!**  
**ALL AT GREATLY REDUCED PRICES!**  
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 respectfully solicited.  
WAREHOUSE, Remond Street, St. John's Building, Water Street,  
Sept 17 & 18  
**J. L. WOODWORTH, Agent.**  
**SECOND AUTUMN SHIPMENT!**  
EX "SIDONIAN."  
**T. R. JONES & CO.**  
Have received 30 packages  
**English, Irish and Scotch Goods!**  
CONTAINING:  
Blue and Black Doubleton 3/4 Fancy Tweeds, 4 Blue and Black Worsted Costings, 9-3 Fancy  
Light Cotton Patterns, Cotton Flannel Shirtings, Balmain Shirtings, White Dress  
Shirtings, Fancy Resista Shirting, Cotton Pocket Handkerchiefs, Linen do, do, Half and dressed and  
undressed, Fancy Irish Doublet, Fancy Flannels, Book, Tents, Coat and Linenette Mantles,  
Curtain Damask, Moresin, in Scarlet, Dark and Black; Victoria, Danast; Table Covers, Bread  
and Linen, Book Cloth, &c. &c. Also, all kinds of Stationery, all Naps, in White and Black; Rubber  
Combs, etc. Coat Buttons, Jewels, Grain Bags.  
**T. R. JONES & CO.,**  
Canterbury Street.  
25  
  
**TOBACCO!!**  
WHOLESALE.  
IN STOCK--3000 PACKAGES--INCLUDING:  
EVERY DESCRIPTION OF  
**PLUG, TWIST AND FINE CUT TOBACCO!**  
Of Domestic and Virginia Manufacture.  
For Sale at Lowest Market Rates.  
An inspection respectfully solicited.  
**JOHN D. ROBERTSON & CO.,**  
31 Water Street.  
**THE WEEKLY TRIBUNE**  
A 42 COLUMN PAPER.  
The Best in the Maritime Provinces!  
Only One Dollar a Year!  
Sample Copies Mailed Free  
**OCEAN TO OCEAN!**  
Cheese, Canned Hams  
and Bacon.  
By Rev. G. M. Grant.  
Resealed to-day  
50 Boxes Superior Ontario Cheese at  
2 boxes Superior Canned Hams  
and Bacon.  
BARNES & CO.,  
12 and 14 South Water.

**The Daily Tribune.**  
J. L. STEWART, EDITOR.  
MONDAY EVENING, SEPT. 28.  
The Rowing Craze.  
The gladiatorial spirit seems to have been revived among men. Contests on the turf, in the cock-pit, etc., appear to have no charm like a death struggle between two men. This rowing has been hunted down so that the contests of the ring can no longer be seen but by a few roughs, and of all the other methods for pitting one man's strength and endurance against another's rowing is the most popular. The strength of this craze must be great or the reactions that attend racing matches would have cured it long ago. A prize-fight, even though the police have to be dodged, may be expected to come off near the appointed time, and there is always an end even to the so-called rowing matches, but rowing has become a professional garment can rarely be seen without the spending of two whole days. No wonder that so many of those who leave their work and waste their time waiting for a race that is to come off at some indefinite hour get so disgusted with themselves as to go to arms or so senseless as to gamble. The folly of running after such races was fully shown last week, when thousands stood and lay around the Kennebec as two days waiting to see two men row. Even on the second day the representative of the civil canon succeeded, by raising objections of various kinds, in having the race postponed until the middle of the afternoon, when, seeing that there was no prospect of an answer to his prayer for sufficient wind to render the match impossible, he reluctantly consented to the sailing of the race. His reason, as he explained to a gentleman that evening, was that Morris had a cough which he hoped to bid of by Monday. This shows how little the conductors of these races care for the people who rush to see them. Their doctrine is that they have nothing to do with the people, as it is not for the presentation of a spectacle but for the winning of the money at stake that they are working. People ought to let them humbug and quibble by themselves, and they would do so, probably, if it were not for the thought that one of the contestants might be killed.

It is surprising that Brown and Morris do not take advantage of the insanity of the public about rowing and make a match, to be rowed regardless of the weather, solely for the popular benefit. They could bargain for a share of the railway earnings, a royalty on the proceeds of the various games of chance, a commission on the liquor sales, and thus make a thousand dollars or so very easily.

There is a good opening for enterprising men to make money out of rowing by buying or leasing the land along suitable points on the coast. By opening on May, June, July, August and September "meetings," and charging a fee for admittance to the enclosure from which a view of the contest can be got. This might be done on the international course on the Kennebec, and we expect to see the proposition acted on immediately. But still there would be the danger of delay, on account of the ruffling of the water, to discourage some from going to the show, and the very best plan, after all, would be to make water parks by digging out the water from the water with high board fences. Then, unless some spectator should render the water temporarily unfit for rowing by tossing a pebble in, there would be no delay in starting the races. Fouling might be prevented by a line of stakes in the center of the course, and the distance might be more than a half mile long, the arms on each side being four, six, eight or ten times until the required distance should be rowed. Then the Directors of the Victoria Aquatic Club could arrange matters between famous "rowing champions," and we expect to see the proposition acted on immediately.

There is really no inducement for a muscular youth to devote himself to rowing as a profession than to go into law, medicine, politics, trade or flora. The laurels attending success are great, and even defeat is soothed with sympathy and lightened with applause. The desire for personal fame, the patriotic wish to win honor for one's country, and the longing for notoriety, can be gratified in no way so quickly as by engaging in a rowing race for large stakes with an opponent from another country. A man would have to preach, sing, publish, or argue legal causes many years before he could hope to have the pleasure of seeing his "photograph" in the St. John News, and then he might go down in the grave a disappointed man; but Brown and Morris attain this distinction after a half dozen races, and a comparatively early age in the life of man. Henry Ward Beecher, with all his platform eloquence, pulpit power, and book-making genius, would not be so well known as George Brown if he had not become involved in the Tilton scandal. The movements of Brown and Morris have been daily chronicled by the press, even to the fact that Morris went to bed Saturday, and blazes his friends in their honor Saturday night, while Mr. Wm. Elder, after many years of exertion and able labor in the interests of the public, has been allowed to travel through two Provinces with hardly a notice in the press, and to return without a bonfire to welcome him. Should the death of the editor of the News, the Premier of England, or the President of the United States be announced thousands of people would ask, Who is Willis? Who is Diaral? who is Grant? but nobody would need to be told about George Brown or Sallier.

Reform Management on the I. C. Railway.  
Three car loads of lumber remained for five days at the Sackville station before an engine could be got to remove them to the wharf, where they were to be shipped on board a vessel which was waiting to finish loading. At this season of the year the delay is most vexatious as well as expensive to the shipper, and should the vessel not finish loading by the 1st of October it is not improbable the shipper will bring an action for damages against the department of Public Works. The contractor of a coal train removed orders to stop at Sackville and received the cars of lumber; but he refused to obey orders, and a special engine had to be sent from Moncton to do the work.

The Dawson Route--The Road, the Country, and the People--Way-side Scenes.  
Winnipeg, Manitoba, Sept. 9.  
After making my last letter to you, and previous to leaving Fort Frances, I met with the renowned Indian Chief Blackstone, who had come up to the Fort to have a grand row with his friends in regard to the settlement of the reservation now about to be arranged off for their occupation. The Indians having refused to accept their annuities from Mr. Plither it will be hard to figure out as to what may be the result of the stand they have taken.

It was two o'clock on the afternoon of the 4th when we started overseas in a Hudson Bay Company's barge, and gliding through the rapids, were speedily leaving Fort Frances and many kind friends behind. But little did the writer dream of seeing such a splendid belt of country as lies on both banks of the Rainy River. In fact it is beautiful--fine grassy banks with gentle slopes, good timber and the best of soil. Potatoes, beans, corn and small grains turn up splendidly. The former are very dry and cannot be exceeded in any part of the world; and as for hay nature has provided an abundance of grasses which can be cut by any settler. White fish may be had in any quantity, and fine eating they are.

Before sunset we passed through a short rapid called the "Manton" and at dark reached the Long Sault or "Sag" Rapids. The rapids is short and runs for four miles to reach the Long Sault. There, where we find the Lake of the Woods steamer on hand to start at sunrise the next morning. Thus far we have run 43 miles in five hours and dodged and waded up to the neck of a small creek and small creek house and an old tumble down structure for a warehouse with only one thing which is for the use of the Station Master.

Smaller finds us under way moving down stream, passing by some charming spots of ground to the mouth of Rainy River 2 1/2 miles. After taking in half five miles from our starting point we find our steamer stuck in the mud. By way of the Long Sault, the steamer is stuck in the mud, and the use of the captain we get adrift after a detention of two hours. The weather is very warm. Indeed it keeps getting warmer all the way down stream. Now we enter Lake of the Woods with its muddy waters and seeing but little to look round among the officials of the boat. The chief engineer is Archie Livingston, a genial hearty and kind fellow who has been with the Hudson Bay Company's barges and are loved nearly as much as the Indians. The mate is, P. E. N. Stevens, Stevens, the mate, is a Nova Scotian. The captain is Charles McDonald who is from Belleville, Ontario, and who never lets an opportunity slip to insult immigrants. I saw some of his remarks about the immigrants. The food supplied is but rubbish at the best. The boat itself is about 110 feet in length and of about 40 tons burthen, but not yet finished up and not likely to be.

Her engines were in a bad condition and fearfully out of order when the present engineer put them in order. The clerk who is supposed to have done an attempt to rape the wife of a Nova Scotian and had to make his exit from the boat. The clerk was also concerned in it, it seems, and he has gone. Carpenter & Co. made light of the matter, although they profess to have done what they could, but the result, it appears, did them little credit.

By one o'clock we were off from the steamer on to the temporary deck of the Hudson Bay Company's barges and are loved nearly as much as the Indians. The mate is, P. E. N. Stevens, Stevens, the mate, is a Nova Scotian. The captain is Charles McDonald who is from Belleville, Ontario, and who never lets an opportunity slip to insult immigrants. I saw some of his remarks about the immigrants. The food supplied is but rubbish at the best. The boat itself is about 110 feet in length and of about 40 tons burthen, but not yet finished up and not likely to be.

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Monday we leave for Winnipeg. The day is fearfully hot, and although the time is three days through the country, it being in places swampy, other parts with sandy soil, and the timber of an inferior kind.

On Tuesday evening we make Winnipeg, 45 miles, the last 20 miles (that is after leaving Point du Chene) being a splendid country, but in places is rough and half-burned. The writer, as you will see, has been only eight days in actual travelling time from Thunder Bay, while many others who preceded him were from three to six weeks, and but poorly treated at that.

I shall now close. In some future letter I will give you a description of this pretty city of Winnipeg, its manufactures, etc. Business is good here. The Pembina Railway is commencing. The Indian reservation has been set apart. Crops are turning out good after all. The Free Press is now a daily and doing well. More anon.

Yours, &c.,  
BUCK.

**LOCALS.**  
For advertisements of WANTED, LOST, FOUND, FOR SALE, RENEWED, or TO LET, see Auction column.  
**New Advertisements.**  
Advertisers must send in their favors before 12 o'clock, noon, in order to insure their appearance in this list.  
**Amusements--**  
Opera House-- Pete Lee.  
Grand Bazaar--  
Smoked Herring-- Masters & Patterson  
Dined--  
Coddish--  
Colored Silks-- Wetmore Bros  
Paper Hangings-- Blake & Whitcomb  
To Builders-- D E Dunham  
New Goods-- W W Jordan  
Flour-- Geo Morrison, Jr  
Ale-- A J Armstrong  
Tobacco-- do  
Diamond Rheumatic Cure-- do  
Notice-- A Chipman Smith  
**Bankrupt Stock.** E H Lester  
Card and Cabinet Photos, in cameo and enamel, at Notman's.  
**Personal.**  
Mr. Murray of the Halifax Express, and Mr. Fielding of the Chronicle, left for home Saturday evening, their Sunday engagements rendering it impossible for them to remain longer.  
Mr. Edwards, manager of the Victoria Hotel, left on a visit to Bangor this morning.  
Dr. Morong, who has been in the city for some time superintending the Victoria Street pavement, left for home this morning. The pavement is finished, and has been paid for. Dr. Morong giving \$200 of the profits to be divided amongst the poor of the city.  
A notice from Boston states that Mrs. Scott Siddons will not lecture in St. John this season. He has written the Corresponding Secretary of the Mechanics' Institute regretting his inability to do so, owing to his numerous engagements.  
**Reviews.**  
The Hazen House, on King's Square, is undergoing extensive repairs. The present owner, Mr. C. M. Rowntree, will rent it, probably for a first class boarding house, for which it is admirably adapted.  
Mr. E. H. Duval, Inspector of Schools for St. John County, on Saturday evening fell in his own house and broke his arm, between the shoulder and elbow. The bone was set by Dr. Harding.  
The performances at Lee's Opera House on Saturday were well attended. Harry Talbot continues to have excellent success, and pay \$8 for the offence, was his sentence.  
Joseph Kimpton, arrested in Duke st.; James McGuire, in Union st.; and William Sims in Carmarthen street, were fined \$3 each for drunkenness.  
Ellen Callahan was the only female. She kept her head and face completely enveloped in an apron, which indignantly refused to have taken off. To a charge of drunkenness in Pitt street she pleaded guilty and was fined \$8.  
If you want a fine flavored, prime Havana Cigar, give Lawton Bros. a call, King Square.  
**Shipping Notes.**  
Quick Voyage.--A telegram to Mr. John Stewart announced the arrival of the bark Little Stewart at Sydney, C. B., from Limerick, in 13 days.  
New Vessel.--The Alberca was launched from the yard of the Bridgetown Shipbuilding Co. (of which W. Warwick, Esq., of this city, is President) on Friday last, and towed over to this port the same evening by the tug Xanthus in nine hours, which is unusually fast towing and speaks well for the sailing qualities of the vessel. She measures 135 feet long, 33 ft. 8 in. breadth by beam, 19 feet depth of hold, and registers 655 tons. Capt. Mann will command her, and she will be loaded by A. Gibson for Barrow. The Alberca was to have been launched ten days ago, but while the attempt was being made a portion of the ways settled and the launch had to be postponed till the next high tide. She is now lying at Robinson's wharf being fitted out for sea.  
The bark Glacier is on Quinn's blocks, Lower Cove, receiving a spar deck five feet above the clearead extending from the stern post to the foremast. It is the intention of her owners to put her into the Mediterranean trade.  
Anchor Line.--The Columbia sailed for Liverpool at 12 o'clock to-day. The Sidonian is nearly due at Halifax from Liverpool. The St. Lawrence arrived at Halifax this morning from London for this port.  
Bark Flying Cloud.--Captain Betts and Mr. H. R. Ranney, who purchased the hull of this vessel as she lay at the Ferry wharf, Carlston, succeeded Saturday in floating her over to the Ballast Wharf, where she now lies, opposite the Lower Cove Market Slip. They had very little difficulty in moving her, and only required the aid of one tug to bring her across the harbor.  
Steamer City of St. John will leave Point du Chene on Thursday next, 1st Oct., on arrival of the morning express train from St. John, for Richibucto, Chatham, Newcastle, Bathurst, Dalhousie and Campbellton. Tickets and store rooms secured at the office of Enoch Lunt & Sons, 41 Dock street.  
**The Cathedral Bazaar.**  
During last week, each afternoon and evening, the attendance at the Bazaar was large, and the receipts were in proportion. The Bazaar will remain open some days longer. New articles have been added, both useful and ornamental. The lotteries will be drawn towards the close of the week.  
**City Police Court.**  
The number of prisoners was not large considering the excitement of the boat race. Fourteen were called upon to answer for breaking the law, and a pretty rough looking crowd they were. The "gods" assembled, completely filling the limited space reserved for them. "Mind you, the jail is full," was a consoling remark made to the prisoners, as the trials were proceeding.  
William Gallagher was charged with being drunk and disorderly in German st., with resisting the police, and with having a set of brass knuckles in his possession. To the first charge he pleaded guilty and was fined \$8, the resistance to police being merged into the fine. The knuckles, he said, he found out at the boat race and kept in his possession. No doubt they were at the race with the youth, but he wore a "trowy cap." He was fined \$10 more for having them, and if the money is not forthcoming he will spend two months in the penitentiary.  
Wright Morgan and Alexander Mitchell, for drunkenness in Prince William street, were fined \$8 each.  
Thomas Oregan, a fiery headed youth, was given in charge by John Fish and Thomas Finn for assaulting them in Charlotte street. For some trivial reason he commenced fighting with the two, and was only stopped when placed under arrest. He was fined \$10 in each case.  
Robert Pearson is a quiet man except when he drinks, and then he becomes infernal. He is the character his employer gives him. Saturday night he was arrested drunk and shouting in Union street. To get him to the Station was no easy job, but it was at length effected, when he was locked up. After remaining a short time he tried to escape by getting out of the window, feet first. This he did not succeed in doing, but came near hanging himself. He got his feet out, then fell backwards, his feet caught in the bars, and there he hung by the heels. His rescuers reached the policeman on duty in the Station, who relieved him. A fine of \$8 was imposed for the drunkenness.  
Frank Clark, in answer to a query of the Magistrate, said he came on from the States to see the boat race, and, like many others who came for the same purpose, went down to Sheffield street to see the race there. He was found drunk and fined \$8.  
William Appleby, a young man of 21, arrested drunk in the same street, was fined \$8.  
Patrick Donnelly, for drunkenness in the King's Square, was fined \$8.  
D. C. Curry, who had passed 52 years of this life, was charged with drunkenness towards Dr. J. C. Ayer's preparations to the charge he said he never was drunk before, and did not know whether he was or not. He drank something for the first time. "You'll remember it in the morning," said the Magistrate, was his sentence.  
Joseph Kimpton, arrested in Duke st.; James McGuire, in Union st.; and William Sims in Carmarthen street, were fined \$3 each for drunkenness.  
Ellen Callahan was the only female. She kept her head and face completely enveloped in an apron, which indignantly refused to have taken off. To a charge of drunkenness in Pitt street she pleaded guilty and was fined \$8.  
**CURRENT COIN.**  
The Herald Times says F. B. Fellows of St. John, and E. H. Taylor were dispatched for a walk on the 24 of October. Avery, the New England amateur pedestrian, is anxious to make a match with some down easter for a distance of 50 or 100 miles.  
A number of young gentlemen in town have formed themselves into a committee, and are making arrangements to give a Bonnet Hop in the Exhibition Building on the evening of Friday, 23 October, the opening day of the forthcoming races.  
**Headquarters.**  
Missipilli seems to be the last place in the world for temperance experiments on a large scale, yet the Missippians are trying a peculiar one. By a law of the last Legislature no license to sell liquor was granted except the petition therefor be signed by a majority of the electors of the village and by two-thirds of the women over eighteen. The result is said to be very disastrous to the temperance cause. In many of the towns all the ladies are signing petitions against the traffic, and in some a majority of the males. Now let us wait and see whether this stops the sale or whether it goes on, license or no license. We cannot but remember that not a glass of rum has been legally sold in Maine as a beverage for many years.  
Little do we dream of the miseries, the wearing care of the men who are sent to the affairs of nations. Not only are they subject to investigating committees, and in danger of not being re-elected when they are re-elected, and without the consent of their voters. Greater griefs may be theirs, they may be in the doubtful case of the members of the British House of Commons. The chief clerk of the Stationery Office lately testified with solemnity before the Select Committee on Public Contracts that the great difficulty was to satisfy members in regard to the cut of the pens supplied to the House. Some want their quills left-handed, others long to have them right-handed, and whenever a change of Government comes, the Stationery Office, said master chief clerk, is sure to get into trouble. There is no consolation to be suggested to men whose feelings are thus torn by the wild perversity of quills and their makers.  
One of Boston's well-established physicians who scarcely finds rest night or day, had occasion recently to engage an office boy to open and shut the door, run errands, and hold his horse. The boy was from the country, and evidently possessed an energetic disposition, with a keen eye to business. In order to give information to his patients, the doctor recently had some cards printed bearing his name and stating his office hours, as many callers lost valuable time while waiting. These cards disappeared with wonderful rapidity, so much so that the doctor had his suspicion aroused that his new boy was using them up in a clandestine manner. "What said the doctor one morning, 'what has become of those cards which I placed on the table in the outer office?'" "Cards, Sir?" repeated the boy. "Yes, cards," reiterated the doctor. "I look 'em," replied the boy proudly. "What have you done with them?" demanded the doctor. "Well, my mother told me before I left home that I must make myself useful to my employer, and so most every day when I haven't anything else to do I just threw them into the horse cars as they pass the corner."