MANUFACTURES
OF THE
MISPECK MILLS, - - St. John, N. B.

ALL WOOL GOODS, viz:
HEAVY and LIGHT GREY CLOTH; HEAVY GREY and SCARLET FLANNEL;
MISPECK TWEED.
Heavy Grey Blankets.
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 RESPECFULLY SOLICITED.
☞ Warehouse—Reed's Building, Water Street.
sep 11—1yd&w J. L. WOODWORTH, Agent.

TO WHOLESALE BUYERS.

EVERITT & BUTLER,
BEG TO CALL THE ATTENTION of City and Country Merchants, Ship-builders, Lumbermen, Railway Contractors, &c., to their
UNRIVALLED STOCK OF DRY GOODS,
Just received by direct and R. M. Steamer, comprising a comple assortment in all departmenes.
CLOTHING OF ALL DESCRIPTIONS: BLANKETS, CAMP BLANKETING, HORSE RUGS, FLANNELS, WOOLLENS, CLOTHS, TWEEDS, COTTONS, PRINTS, SHAWLS, MANTLES, DRESS GOODS.
WINCIES, TARLTAN PLAIDS, CLOUDS, KNITTED WOOLLEN GOODS, MILLINERY, FLOWERS, HOSIERY, GLOVES, HABERDASHERY, &c., &c.
Also a large quantity of HOMESPUN, HOMESPUN PANTS and JUMPERS, New Brunswick SOCKS, MITTS, LARRIGANS and MOCCASSINS.
All of which we offer at our usual low prices, and on liberal terms.
oct 8 EVERITT & BUTLER.

BUY YOUR
Sewing Machines
FROM THE MANUFACTURER, AND
Save Twenty Per Cent!
BUY YOUR
SEWING MACHINES
Where you can get them Repaired!
MACHINES SOLD
—BY—
Weekly Investments!
Satisfaction Guaranteeed or Money Refunded.
PARTIES desirous of purchasing can be thoroughly INSTRUCTED at their houses FREE OF CHARGE.
J. D. LAWLOR,
MANUFACTURER OF
The Singer Family, Singer Manufacturing, J. P. Howe and Lawlor
FAMILY SEWING MACHINES!
82 KING STREET.
All kinds of Sewing Machines Repaired and Improved.
oct 11 d w

THE DAILY TRIBUNE
Is issued every afternoon from the office,
No. 51 Prince William Street.

SUBSCRIPTION PRICE $5 per annum in advance. SINGLE COPIES two cents.
REGULAR CARRIERS will deliver the paper to subscribers in the City, at their places of business or residences, immediately after it is issued.
MAIL SUBSCRIBERS can secure the DAILY TRIBUNE (postage pre-paid) at $6.20, or $5, postage paid at office of delivery.

THE WEEKLY TRIBUNE
Is issued every TUESDAY MORNING, and mailed in time for the early morning trains, East and West.
SUBSCRIPTION PRICE ONE DOLLAR, invariably IN ADVANCE. POSTAGE must be paid at the office of delivery.

ADVERTISING RATES.
The following are the rates charged for Transient Advertisements in THE TRIBUNE
For Advertisements of Governments, Corporations, Railway and Steamboat Co.'s and other public bodies,—for Theatres, Concerts, Lectures and other public entertainments, first insertion, 80 cts.; each subsequent insertion, 40 cts. For ordinary mercantile transient advertising, first insertion, 60 cts.; each subsequent insertion, 20 cts. Advertisements of
Employment Wanted,
Help Wanted,
Agents Wanted,
Rooms Wanted,
Articles Lost,
Articles found,
Houses to Let,
Lectures,
Removals,
&c., &c.,
Inserted in condensed form, not exceeding five lines, at 25 cts. each insertion, and *five cents* for each additional line.
Marriage Notices, 50 cts.; Deaths 25 cts.; Funeral Notices 25 cts., for each insertion.
Contracts for advertising
BUSINESS AND PROFESSIONAL CARDS;
GENERAL BUSINESS; LAND SALES, ETC.,
for long or short periods, may be made at the counting room, on the most liberal terms. TRANSIENT ADVERTISEMENTS, when the advertiser is not a yearly one, MUST BE PREPAID.
☞ Advertisers in THE DAILY TRIBUNE will insure proper display and accuracy in their advertisements by sending the manuscript to the counting room, 51 Prince William street.
Merchants, Manufacturers and others are respectfully solicited to consider the claims of THE DAILY TRIBUNE in the distribution of their advertising patronage. THE TRIBUNE has already secured a large circulation in the city, while the sales on the afternoon trains, East and West, are not exceeded by any other Daily.
M. McLEOD, BUSINESS MANAGER.

The Daily Tribune.

J. L. STEWART,.....EDITOR.
ST. JOHN, N. B., OCT. 21, 1872.

What are we to get for our Fisheries?

The price to be obtained from the United States for the privilege of sharing in our fisheries is yet to be determined. It did not to any considerable extent enter into the arguments and calculations of Canadian statesmen when the ratification of the fishery clauses of the Treaty was under discussion, as no amount of money likely to be offered would be any inducement. The Treaty was ratified because it was felt to be our duty as good subjects of the Queen to do so. But now that the sacrifice has been made we should endeavor to extract all the profit from it that it is possible to gain. We are glad, therefore, to learn from our special dispatch from Ottawa that steps have been taken by the Government for pushing our claims to compensation before the Joint Commission to be convened at Halifax in an intelligent manner. The Government has not moved any too soon in the matter. There is no time to spare. The work of collecting accurate data on which to found an estimate of the value of the privileges to be given in exchange for privileges from which we will derive no benefit, will require much research. If faithfully performed the Commissioners will have to endure considerable hardship, as the season is now well advanced. From the statistics to be gleaned by these gentlemen in reference to the actual and prospective yield of our fishing grounds our Counsel at Halifax, when the Joint Commission meets, will construct our case.

The great difficulty in the way of getting an amount in any degree commensurate with the value of the privileges we surrender is that the United States Commissioners will not recognize the fact that we are not likely to avail ourselves of their fisheries at all. They will show that their fisheries have yielded certain returns, and take their stand squarely on the argument that, as we can share in them if we choose, we must allow their full value as an offset against the value of what we surrender to them. They will contend that the Commission cannot conjecture whether we will avail ourselves of their fisheries or not, and that we should pay for the privilege, under the Treaty, whether we use it or not. If such should be the view taken by the Joint Commission the amount accorded us will be small, as the United States fisheries are really very valuable, although of no consequence whatever to us.

Partisan Perplexity.

The perplexity of the rabid partisan opponents of the Government, when they attempt to discuss the new Pacific Railway Company, is amusing. They don't know how to treat the matter, and are floundering around like Berkshire hogs in the mud. The Halifax *Chronicle* makes an effort that reveals the energy of despair, and fails. The difficulty is this: The rabid portion of the Opposition press want to denounce the proposed contract with the Canadian Pacific Railway Company as a great swindle for the purpose of enriching the stockholders, and they want to delay or kill the enterprise by discouraging capitalists from taking stock. This is a difficulty that even the able and versatile leader writer of the *Chronicle* may be excused from successfully getter over. The position is flanked, and a tremendous fire opened upon Hon. Dr. Tupper and Rt. Hon. Sir John Macdonald. When the Company is formed and the contract let we will be treated to column articles describing the riches the corrupt contractors are to extract from the immense job. No one connected with the Railway or the Government will buy a pocket knife or a town lot without the cry being raised that the purchase money is part of the $30,000,000 Railway bribe. The public must prepare for hearing the changes rung on the Pacific Railway Ring. The self-styled Purists will lay on and spare not, although a suffering public call for a change of subject. We are prepared for the infliction, and hope they'll spice it liberally.

The Count de Chambord, the head of the French Bourbons, protests against the republic as a permanent form of Government. The monarchy, of which he is head by divine right, alone can save France, in his opinion. The republic has taken care of it during rather a troubled period of its history, and can be safely trusted a while longer. Perhaps the Count had better give the republic a fair trial before condemning it.

The Spanish Cortes, having refused to interfere with slavery in the West Indias, is about to discuss the abolition of capital punishment for political offences. It will probably be found exceedingly difficult to agree on an exact definition of political offences for the purposes of such a law.

Reciprocity Between Canada and the United States—Shipbuilding Interests.

The National Board of Trade, now in session in New York, began their deliberations on Friday morning by the discussion of trade with Canada.

Mr. Taylor, of Cincinnati, addressed the Board, favoring a liberal treaty with Canada. A condition should be enlargement of their canals by the Canadians to facilitate the transportation of grain from the North West. The delegates from Canada say that their people are ready to make large concessions. The St. Albans and other raids put us in bad humor, and we revoked the treaty with Canada, but we made a commercial mistake. We want cheap coal for New England and cheap lumber for the Illinois farmers, and we ought to have it on the free list.

Mr. Wetherell, of Philadelphia, said the Canadian gentlemen offered the bait of widening their canals to facilitate cheaper transportation for us; but all this was a business matter, and the question of canals and railways built by English capital against those built by American capital might have to be considered. He approved of reciprocity, but not of indirect subsidy of the lumber trade.

Mr. Cheney Ames, of Oswego, would have a committee from the Commercial Congress of the United States wait on the President and ask him to recommend reciprocity in his next annual message. [Applause.]

Mr. Sargent, of Newhaven, said that the New England men were prepared for absolute free trade in raw material, and the use of means of transportation with either country.

Mr. McGivern, of Canada, denied that they were in the position of holding out baits to obtain reciprocity from the United States.

Mr. Opdyke was in favor of reciprocity as far as possible under the circumstances, in the hope of ultimately arriving at free trade; but he objected to one part of the resolution recommended by the committee, viz; that our Government should require the enlargement of the Canadian canals. The effect would be bad, after refusing to ask for an appropriation for the enlargement of the Erie Canal to propose to recommend action on the part of our Government which would divert a portion of the Western traffic from our seaboard and aid the commerce of a neighbor to the detriment of a portion of our commerce.

Mr. Sargent, of New Haven, moved an amendment to the resolution reported by the Conference Committee recommending reciprocity "as far as possible on the basis of free trade," but omitting the clause making the enlargement of the Welland Canal obligatory on Canada. He said the Canadians would thus receive New England manufactures and send back cheap lumber to build cheap homes for New England workmen.

Mr. Young, of Canada, wished it to be understood that the progress of Canada was not dependent upon reciprocity, though they favored it, and being an English colony could not admit manufactures from this country free with a differential charge against England.

Mr. Fairbanks, of Chicago, in reply to Mr. Opdyke, said they refused to ask the Federal Government for an appropriation for the Erie Canal, and they do not ask the British Government to enlarge the Canadian canals; they leave it to the State Government in each case. New York for thirteen years neglected enlarging her canals and giving the West the facilities it wanted, and now it is proposed, as New York blocks the way, to ask Canada to give them an outlet—enlarged canals and free navigation.

The original resolution was then adopted, as reported from the Committee on Conference with the Canadian delegates. It is as follows:

Resolved, That the Executive Council memorialize Congress to make an appropriation for the appointment of a commission to sit, in conjunction with the State Department, in negotiating a treaty with Great Britain for reciprocal trade with the Dominion of Canada on a broad, comprehensive and liberal basis, which shall also include the enlargement of the Canadian canals by the government of Canada, and the right of American vessels to navigate the said canals under the same conditions as are imposed upon Canadian vessels.

Mr. McGivern, of Canada, returned thanks on the part of his associates for the courtesy they had received. He expressed his conviction that their action in regard to reciprocity would be beneficial to both countries, and concluded by inviting the National Board of Trade to meet the Dominion Board of Trade next January, in Ottawa. The Canadian delegates then retired.

The Board next discussed the resolutions on ship-building, one by the Boston Board of Trade asking Congress to prevent the exaction of fees and taxes on shipping by State or municipal law, one by the Philadelphia Board of Trade asking for bounties for building and subsidies for running American ships, and one by the Boston Board asking that articles of foreign production necessary for repairs, etc., on ships be admitted duty free.

Mr. Wetherell, of Pennsylvania, showed that the Governments of England and France pay each over four millions of dollars in subsidies, a principle overlooked by our Government. Our commerce is increasing, but not in American ships. He argued that if ships were bought free on the Clyde and ten per cent. duty was saved the American Government indirectly granted the purchaser of that ship an indirect subsidy of $30,000. It would be better to put this subsidy directly where it would aid American mechanics.

Mr. Chandler, of Boston, said: We are in advance of the old, exploded navigation laws of Great Britain. The question of ship-owners is secondary compared to cheap transportation of our products. Our wealth comes from our soil, and our progress will come from obtaining all over the world cheap means of transportation. [Applause.] Nothing is so corrupting as a system of subsidizing a special interest. With respect to having a fleet in case of war, another fleet might attack ours, but it could not attack any American port. You fix a torpedo at the bow of any New York or Boston tug boat that would destroy the strongest ship approaching our ports. Helpless for free ships and cheap transportation.

Mr. Busby, of Pennsylvania, regarded with indignation the proposition to transfer the great shipbuilding industry to foreign states. He moved as a substitute that it was the duty of the Government to foster our shipbuilding interest; that it is patriotic to provide for having a naval armament in case of war, and that the American iron ships are of more durable material than foreign build.

E. P. Dorr, of Buffalo—If the great State of Pennsylvania wishes to build iron ships, I propose that it be allowed to do so without aid from the General Government. [Laughter and applause.]

Mr. Ropes, of Boston, said that it was impossible for us, hampered with taxes and a vicious currency, to build ships to compete with foreign nations. We do not wish to send our goods in foreign ships, and there is no means of having cheap American ships just now, except by admitting free of duty ships purchased abroad.

On motion of Mr. Lippitt, of Providence, the whole question was postponed to next year.

The Communion Question.

Wednesday afternoon, during the closing hours of the Baptist Convention on Long Island, a resolution was introduced appointing a committee of five to investigate the proceedings of Rev. Drs. Hyatt Smith and George Pentecost, and report whether they, as pastors in two churches in Brooklyn, had departed from the practices of the ordinances of the Gospel as followed by the churches belonging to the Long Island Baptist Associations. Although the above resolution was sprung upon the remaining members of the Association, a number of members were advised in season to defer their departure and join in the debate upon the issue. Rev. Dr. Sarles took the ground that the actions of the pastors of the Lee avenue and the Hanson street place churches in regard to open communion should be investigated. He held that the true Baptist doctrine was that of close communion, and he could not conceive of any occasion when that principle should be set aside. Dr. Pentecost, of the Hanson Place Church, replied, stating that no article of faith had ever been infringed in the remotest degree by that church or by him (its pastor) by any public act or word. So long as he was its pastor he would live up to the laws of the Church, although personally he might doubt the wisdom of the laws. The act upon which the rumors against the church were founded was a private, personal act of his own (referring to the administering of Communion to a dying person at that person's request). He said that the Association might appoint their committee of investigation, but reminded them that the independence and freedom of the Baptist churches were more proverbial than their adherence to the doctrine of close communion, and it was very doubtful whether the committee, if appointed, would be admitted to his church for them to submit to any catechizing. For himself, he would preach the Gospel according to his convictions upon a street corner or an open common rather than contend for place or position. Dr. Hyatt Smith followed in the same strain, endorsing Dr. Pentecost, and said that his (Smith's) church stood upon what is called the New Hampshire confession of faith, and therein found ample room and range. He recognized Baptism by immersion as the accredited door to the church, and would not admit persons to the Lord's supper who had not been baptized. He said that on that ground vast numbers of the Church stand, and there was no use to shut their eyes to the fact. The churches are independent, and he denied the right of the Association to erect itself into an ecclesiastical council. After a long and rambling discussion by several of the lay members the resolution was tabled, which finally disposes of the subject, being a triumph of the open communists.

Lectures on Ireland.

The lecture of Mr. Froude drew out that eloquent Irishman, Father Tom Burke, at the Academy of Music, New York, Thursday night, in a lecture on the volunteers of '82, in which he reviewed the statements of the distinguished Englishman. He gave the latter a passing but complimentary notice, and in regard to his statement concerning the golden age of Ireland, said that golden age was the three centuries immediately after the conversion of Ireland by St. Patrick. The fact was that at the time of the coming of the Normans the Danes had already been overthrown, and Irish patriotism had succeeded in bringing order and law out of anarchy. Mr Froude had also asserted that the Normans had been commissioned by the Pope to act as a set of policemen to restore order in Ireland. Henry II., the English King to whom this bull was stated to have been given, had instigated the murder of St. Thomas a' Becket, and was it therefore, likely that the Pope should have selected such an agent for the pacification of Ireland? He traced briefly the gradual breaking up of the army of volunteers, which grew to an army of 80,000 men, and the abolition of the Irish Parliament in 1800, since which time England has made all the laws for them. The great lesson taught by the volunteers was the power of unity. There were interests second only to those of religion, and about such interests there should be no clashing of religious animosities. He conjured his hearers to hold fast to their religion, but at the same time to let no religious differences prevent them from clasping the hand of a true patriot, no matter what his creed might be. Father Burke concluded by painting the glorious future reserved for Ireland, if her sons were true to themselves and their country.

The Bangor *Commercial* of the 16th inst. says the scarcity of sailors still continues, and vessels with their cargoes are lying in the harbor to the loss of hundreds of dollars daily, by reason of this unprecedented lack of men.

Caleb Cushing's Views Concerning the Geneva Arbitration.

Hon. Caleb Cushing arrived in New York on Wednesday, and was waited upon by a *Herald* reporter, for any information he could spare to glorify journalism and enlighten the public. Of his mission Mr. Cushing speaks as follows: "It has been entirely satisfactory, I think, to the people of the United States, however it may appear to the English. It has been a great success for us, and one of which we should feel proud. Fifteen millions is a large sum of money; and yet it is not the money value of the award which is the triumph so much as the points which have been settled by the controversy and the arbitration. The world has never seen a matter of this kind settled in this way—two great countries coming together, and, instead of resorting to war, settling their differences peacefully and by arbitration." He considers the dissenting opinion of Sir Alexander Cockburn to be only valuable as that of an arbitrator and an able lawyer. He did not go to England nor have many interviews with Englishmen, but in France it was the general opinion that the United States had achieved a great victory and one which belonged to her. Concerning the counter-claims of the British Government, and the fear that they would more than balance the Geneva award, Mr. Cushing says: "That is absurb. There is no truth in it whatever. The claims now under consideration by the Mixed Commission, and made by British subjects against this Government, will altogether amount to very little over one million of dollars. They will never come up to two millions. This will leave a very handsome margin on our side, and one the claimants will be perfectly satisfied with." In his opinion it is not decided by this arbitration whether a neutral power has the right to allow privateers to leave her ports while another power is at war, but whether, as he so ably established it in his argument, she has used "due diligence" to prevent the equipment of vessels destined for an enemy, in time of war. He speaks in high terms of the ability and probity of the gentlemen associated with him, but says of the work in hand that he never had a dryer job. All the debates were in French, and to Sir Alexander Cockburn he allows the honor of greatest familiarity with that language.

LOCALS.

For a list of Agents for the sale of the DAILY TRIBUNE see first page.

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

English Mail.

The R. M. S. "Hibernian" arrived at Halifax on Saturday the 19th inst. The mails for this city were forwarded via Amherst this morning, and will reach here to-morrow noon.

Steamers.

The "Severn," from Liverpool via Boston, arrived in the harbor yesterday, and lays anchored in the stream waiting for a berth.

The "Glendon" arrived yesterday from Portland, Me., and is discharging her cargo of flour at Walker's wharf.

The "Empress" did not reach this port, from Digby and Annapolis, until last evening, having been detained by heavy weather on the other side of the bay. She left again this morning at her usual hour.

Brevities.

Large eggs are again causing ecstacy in the sanctums of the country journals.

Mr. Peter McLean is the last addition to the detective force of St. John. He entered upon his duties Saturday afternoon.

It was snow fun to be abroad in summer clothing yesterday morning.

The October County Court

opens at the Court House this morning. Several criminal cases will come before the grand jury.

The Lyceum To-night.

As there have for some time past been vacant chairs in Mr. Lanergan's sanctum of the muses the appearance of Buckley & Sharpley's Minstrels this evening will without doubt ensure a full house. This troupe has everywhere received high commendation and the reputation of its managers is sufficiently well established to ensure their success during their stay in St. John.

The Customs Difficulty.

This morning Mr. Johnson commenced the investigation into the recent Custom House difficulties which have been so fully detailed by the TRIBUNE. The investigation is entirely private and the efforts of a TRIBUNE reporter to gain any information on the subject proved unsuccessful. It is to be hoped the desired information in the matter will be given to the public ere long and a full and clear explanation of the question afforded.

Extraordinary Time.

It is stated that on Friday last Mr. W. W. McFeters with his well known roadster "Maggie" came from St. George to the city, a distance of forty-five miles, at a rate, exclusive of stoppages, of ten miles an hour. Considering the very bad condition of the roads at the present time the rapid accomplishment of this journey requires no comment.

Rifle Competition.

The annual competition of the St. John Rifle Association will be held on Thursday next, at the Drury Range. The total amount of money to be fired for is $125, besides the Corporation silver challenge cup, the Provincial Association silver medal, a silver watch, a fowling piece, a barrel of flour and a reefing jacket.

Sunday Liquor Law.

John Flannigan, of the Empire Bowling Saloon, ascertained this morning that Sunday business must be worth $20 in order to cover incidental expenses at the Police office on Monday morning. James Stack, in the same business, paid a similar amount for a violation of the law, and two other cases are reported.

The Opera House.

The attendance at the Opera House on Saturday evening, taking into consideration the disagreeable state of the weather, was fair, and the entertainment an excellent one. All that is required to make the hall as popular as before is the introduction of new stars each week.

The Fire Alarm.

The confusion and delay that occurred in sounding the alarm for the fire at Dunlop's shipyard last week, was not caused by the fire alarm being out of order, but by the blundering of the policeman who attempted to give the alarm. Many people, including men members of the police force, seem to be ignorant of the manner of giving an alarm. The printed instructions to those holding keys are:

1. If a fire is discovered in your vicinity, go to the nearest Box.
2. Pull the hook slowly down as far as it will go, then let go, and do not touch it again.
3. If you hear no reply at the Box, or on the bells, go to the next box.

Chief Engineer Marter informs us that Policeman Wilkins did not give the alarm on Box 14 at all, but that he gave the alarm on Box 16, and then immediately ran to Box 15 and sounded that. The consequence was that there was confusion among the bells, no intelligible alarm was given, and the striking apparatus thrown out of order. The Fire Brigade had to wait until the smoke was discovered and then the proper alarm was sounded on the gongs. Mr. Marter says the Fire Alarm is in perfect order, but its mechanism is such that an alarm given before another has been sounded throws everything into confusion. This would not occur if the instructions to policemen and others holding keys were strictly complied with. There is no one whose special duty it is to make repairs on the Fire Alarm, and the work is grumblingly done by the engineers. Mr. Marter should have a man for the work, or it should be made the duty of some of the present force.

The Teachers and the Schools.

The city school teachers for the year beginning November 1st, have been appointed, but the schools to which they have been assigned have not yet been announced, and they are very anxious about the fate that is in store for them. No teacher knows whether he is to retain the pupils he has grown to love or dislike during the past year, or whether he is to be transferred to another. The reason assigned for this reticence is that teachers might not take due interest for the remainder of the terms in schools they are not to retain—a very poor reason indeed.

The teachers are to keep a record of the behaviour, attendance and proficiency of each pupil, to be submitted monthly to parents

The afternoon attendance has fallen off one third at some schools since the new regulations of the Board came in force.

The School Act in Court.

The report of Saturday afternoon's proceedings in the Supreme Court, received by the *Telegraph*, says: "Palmer resumed argument on the School Act at one o'clock. In answer to Duff's and Weldon's proposition that no denominational schools existed in New Brunswick at the Union, he proceeded to show that the 1st sub section section 93 of the North America Act merely secured to separate and dissentient schools in Ontario and Quebec such rights and privileges as they had by law at the Union, sustaining this position of his argument by the provisions of the Quebec scheme relating to education, and claiming that such provisions were the proper key towards the explanation of the whole section and sub section. I omitted to state that Palmer showed very clearly and logically in his former argument that if the position taken by that Act of 1858 could not be interfered with as regards reading of the Bible and religious books was sustainable, then the Local Legislature was now powerless to create Separate Schools, for if they did so and gave Roman Catholics separate schools, Protestants might require the reading of the Protestant Bible and religious books therein, and *vice versa* thus rendering nugatory the provisions of the 3d sub-section which showed that separate schools might be thereafter established in any province."

Rigida Hiems.

The first snow of the season fell yesterday morning. So far as a snow storm was concerned it wasn't a success, it being thoroughly eclipsed by the rain which was present on the occasion. The occasion was only remarkable on account of its unpleasantness and there was neither poetry or comfort in the first fall of the wintry element. Nevertheless the snow has fallen, the winter has begun and with all its discomforts and inconveniences it is welcome. The philosophy of this welcome requires not an explanation—it is an immense thing to be a philosopher when it cannot be avoided.

Accident on the Ferry.

On Saturday evening, just before the arrival of the Bangor train, a man named Donahue, in company with another person, brought a trunk down the Ferry floats on the Carleton side for the purpose of putting it on board the steamer. The boat at the time was approaching the floats and Donahue in his haste to get on board made a jump and fell between the steamer and the wharf. Fortunately he was caught by the legs and, as the boat came in quite slowly, no bones were broken. The flesh, however, was horribly bruised and the injuries so great that the man was sent to the Public Hospital.

Daring Burglary.

Early on Sunday morning some bold thieves effected an entrance into the store of Mr. Thompson, clothier, Union street, by loosening one of the shutters and either cutting or breaking one of the large panes of the window. The articles stolen were an over-coat, reefing jacket, a pair of pants vest and some similar articles. This morning Sergt. Pattison and policeman Rider with others of the force watched the steamers and trains but could find no trace of the burglar, who, it would seem, still remains in the city.

Trying to Guy Fox.

A live red fox, apparently the escaped pet of some lover of natural history has, for some days, been attracting considerable attention in the neighborhood of the ferry floats. Various means have been adopted to ensnare Reynard, but so far the exertions have not been rewarded with success, and endeavor to "guy" for his frolicsome antics.

Complimentary Dinner to E. Willis, Esq., M. P. P.

A complimentary dinner was given to Mr. Willis, at the Waverley, on Saturday evening, by the employes of the *Daily News* printing house, of which Mr. Willis is the head. The table was adorned with much taste, pyramids of flowers and fruits being in profusion, and the bill of fare was extensive and *recherche*. All the members of the establishment were present—Rev. J. R. Narraway, John March and S. B. Patterson, editors; J. A. S. Mott, Minister of Finance; Joseph Wilson, foreman; and compositors, pressmen, carriers, and the office devil. The Chair was taken by Mr. March and the Vice Chair by Mr. Wilson, the guests occupying seats at the head of the table immediately below Mr. Willis on one side and Mr. Franklin, one of the *News* compositors, on the other. After dinner and the loyal toasts were over, the toast of the evening, "Our Honored Guest," was given, and a complimentary address read, Mr. Willis responding. His usual eloquence was somewhat subdued by the surprised emotions that filled him at so unexpected a tribute to his good qualities as an employer. He was evidently much affected at the evidence of the affection felt for him by his employes, and spoke in tones of suppressed feeling. He reviewed his career from the case to the desk, saying that many had watched it with curiosity and some with anxiety. He very naturally expressed a sense of elation at having overcome the obstacles and attained the controlling position on a daily newspaper, congratulated himself on having gained the hearts of his associates and employes, and advised the youths present to adopt his motto, Perseverance, for theirs, and press right forward to an honorable goal.

The toasts of "Our Editors," "Our Reporters," "Our Compositors," "Our Jobmen," "Our Engineer and Pressmen," "Our Boys," "Our Old Associates," and "Our Co-workers," were responded to by Messrs. Willis, March, Mott, Patterson, Bowes, Franklin, Mitchell, Lugrin, Magee, Reed, Flewelling, Hughes, McDade, Newman, and by Wm. Elder of the *Telegraph*, Chris. Armstrong of the *Globe*, and J. L. Stewart of the TRIBUNE. At midnight the gathering broke up. The affair was in every respect enjoyable. The remarks of the compositors, pressmen and boys were brief and humorous, and far more interesting than the set speeches often inflicted on dinner parties.

A Leap and a Liberty.

Yesterday morning as the schooner "Emma J. Shanks" was proceeding out of the harbor, the men on deck observed one of the crew gazing pensively on the glassy surface of the ocean's everlasting waves. A moment later the pensive individual was seen not, but a noise louder than the dashing of the elements—a commotion more prominent than the lashing of the billows were heard and seen. Then came the dread cry of "A man overboard," and all hands rushed to the larboard side. Surely their fears were realized—on the surface of the water was seen a black object which needed not a second glance to discover was a human head. "Man the boats," was the ringing shout of the captain, re-echoed by the crew; but too late came the cry—too late the effort to rescue the seaman from the waves. He was one of those "strong swimmers in their agony," and ere his companions could reach him he found the bottom of the harbor. In connection with this sad occurrence it may be well to remark that the place where the brave follower of the sea found a rest for his sole was in the vicinity of the ballast wharf. The water was about four feet deep and by a brave struggle he reached the shore. He had his advance money in his pocket and is now genially sojourning in the hospitable mansion of a Lower Cove crimp. We believe the captain and others interested in his welfare have not yet discovered the safe haven in which he is moored.

A Useful Publication.

A new monthly has been issued by Mr. H. L. Spencer, entitled "Warne's Cookery Book for the Million." The first number contains about two hundred receipts especially adapted to the larder resources of the great majority. It is a really desirable work. Specimen copies may be obtained post-paid for ten cents by application to Mr. Spencer. It bears the imprint of Messrs. J. & A. McMillan. tf

Photographs of Rev. Hugh Stowell Brown of Liverpool, Eng., may be had of Mr. Marsters, Photographer, cor. King and Germain streets, in cabinet and cart-de-visite.
St. John, N. B., Oct. 18th, 1872. 3i

Freights and Shipping.

We clip the following from Messrs Scammell Bros'. Circular of the 19th inst

Deal Freights.

In this branch of our freighting business there is but little chartering at present but rates continue firm at our quotations at which considerable tonnage could be placed. Since our last we hear of the following engagements, viz:—"Eunice Nicholas," 1070. London, birch timber, 32 6d., deals 85s.; "Saugreen," 498, Bristol Newport or Cardiff, 88s 9d.; "Birdston," 700, Glasgow, 83s 9d.; new ship to be launched, 700, Dublin, 90s

West India Freights.

For Cuba a large amount of tonnage has been placed, and at very high figures; but as shippers are now well supplied, and vessels offering quite freely, we anticipate a decline in rates. The following engagements have been made, viz.:—"S. Hume," 335, "Ada H. Halls," 160, "Monsita," 254, "James Primrose," 374, "Edward Albro," 294, "Damon," 369, and "B F Nash," 331, all choice of ports, shooks 38c.; "Euroclydon," 265, choice ports, lumber, $13; "Alruna," 186, Cienfuegos for orders, 37c.; "Angie Amesbury," 319, choice of ports, 37c., or Cienfuegos for orders, 38c; "Mary Stewart," 468, choice of ports, lumber, 38c.; shooks, 38c.; "Bonito," 200, choice ports, lumber, $12.50.

Coastwise Freights.

As predicted in our last circular (dated 5th instant), coastwise freights have considerably advanced, and as small vessels still continue scarce, our quotations will doubtless be sustained. We hear of the following charters, viz:—"Mary Givan," 187, Philadelphia, laths, $1.00, and back to this port, $2 72½ per ton; "R. Leonard," 128, Fall River, laths, 1; "Ada Louisa," 76, Pawtucket, $4; and "Tropic Bird," 138, New York, 75; "M. P," 68, Boston, Dry Lum-