## MANUFACTURES 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. FIRST CLASS COTTON WARPS. The above named Seasonable Goods are all of SUPERIOR QUALITY, manufactured from the sty best materials, and warranted to give satisfaction. 23.0 CRERS FROM THE TRADE RESPECSFULLY SOLICITED. Warehouse—Reed's Building, Water Street. J. L. WOODWORTH, Agent. sep 11-1yd&w LARRIGANS, &c.

On Hand-1000 Pairs No. 1 Larrigans,
250 "No. 2 do
150 doz. Prime Country Socks,
100 "Fair do do
250 " do Mitts, 100 Lined and Srapped Horse Blankets, 200 Pair Homespun Pants, 100 Homespun Jumpers, 120 dozen Homespun Shirts,

REEFERS, OVER COATS, HOOD COATS, HATS, CAPS, PANTS & VESTS, With a large variety of Goods suitable for the Woods, AT THE LOWEST LIVING PRICES AND ON THE VERY BEST TREMS.

EVERITT & BUTLER, Wholesale Warerooms, 55 and 57 King Street.

## BUY YOUR The Paily Tribune. Sewing Machines J. L. STEWART, .... EDITOR. ST. JOHN, TUESDAY, NOV. 26, 1872.

Not by the Visitation of God.

The evidence taken thus far in the

nquest on the victims of the Saturday

vening tragedy on the E. & N. A. Rail-

vay shows conclusively that it was not

by the visitation of God but by the care-

that tragedy occurred. We cannot escape

and escape it. There was no land-

slide, no burned bridge, no broken rail,

not one of the hundred causes of an ac-

cident. It was an unmitigated case of

human stupidity and recklessness. We shall not presume to anticipate the ver-

the dead, the employes or the manage-ment? This is for the jury to deter-

The calamity teaches in lessons

most exact regulations and severe dis-

cipline. A railway is a vast machine

should be regulated by a central authori-

then death and disaster will sometime

of the great machinery of the railway

system. These occur, and no one

At Worcester, Mass., Theophilus Trom

bly and Peter Roberts, both of East Doug

lass, were arrested Friday for hiring

negro named George G. Monroe to commi

an assault with intent to kill upon State Constable Fletcher, of Whitinsville, They

recovering from the injuries.

mine from the evidence adduced.

FROM THE MANUFACTURER, AND Save Twenty Per Cent

- .quaya BUYOYOUR SEWING MACHINES Where you can get them Repaired

MACHINES SOLD

Weekly Investments! Satisfaction Guaranteeed or Money Refunded.

J. D. LAWLOR, Y MANUPACTURER OF The Singer Family, Singer

Manufacturing, J. P. Howe and Lawlor FAMILY SEWING MACHINES 82 KING STREET. All kinds of Sewing Machines

## Business Cards. BARNES & CO.,

oct 11 d w

Printers, Booksellers, Stationers,

BLANK BOOK MANUFACTURERS. fireman, Edward Sheehan, died at Bindery, and are enabled to execute BINDIN BARNES & CO., 58 Prince Wm. street WILLIAM DUNLOP,

WHOLESALE AND BETAIL DEALER IN Flour, Groceries & Liquors,

No. 40 CHARLOTTE STREET, ST. JOHN, N. B. nov 21 1y 159 Union Street. GEORGE MURDOCH, Harness Maker,

Fine Driving and Working Harness, Curry Combs, Brushes, &c., always on h Strict attention paid to Jobbing and United States Hotel.

HEAD OF KING STREET. Fronting on King Square. 

CARD.

ROBERT J. LEONARD, Ship Broker & Commission Merchant. BERTE OFFICE:

SAINT JOHN, N. R. C. G. O. CHIPMAN.

Bookseller & Stationer, result of violation or want or orders, and the South Bay tragedy is one of

AMHERST, N. S.

nov 23 d w Mahoney's Livery Stables, GERMAIN STREET, (Nearly Opposite Trinity Church.) THE Subscriber has removed his Livery were arraigned and held in \$30,000 bail above locality, where he is prepared to furnish HORSES, CAR CIAGES, &c. of all descriptions. WILLIAM MAHONEY,

oct 14 4m

THE SOUTH BAY TRAGEDY. The Coroner's Inquest

[Continuation of Conductor Appleby's I have other instructions (produced) and have been going at least 40 miles an hour. have complied with such instructions as It may have been 25. A conductor is sup-

Oscar Johnson deposed that on Saturday or curve. I do not know the regular time the 23rd day of November, the special for a freight train to make, and can only freight train from McAdam to Carleton ar- judge by knowing they have only eight given us an exalted frame of mind as to the essness and recklessness of man that this conviction, nor do we think it pos-sible for any one to read the evidence Appleby did not that day nor at any other be done. I heard "down brakes" three dis-The printed freight regulation I considered

dict of the jury by naming the parties who are more immediately responsible for the calamity; but we do not hesitate to say that it will be difficult for any of these concerned to escape from a portion of blame. One of the most startling revelations of the inquest is the degree of uncertainty among the railway emploves as to who is responsible for the starting of trains, as to whose watch was right, and as to whether the time on the table refers to the arrival or the leparture of trains. If it is established that the station master is responsible for the proper starting of a train, and that he permitted the freight train to leave head of time, he will be justly held re-ponsible for the calamity, although I was in the station a short time I looked round the corner. I do not know how fast there were other causes that contribute at the clock and found it was five minutes it was coming, but should judge its rate to it. It seems to be established beyond after three. I sat a short time and listened to be from 20 to 25 miles an hour. I told doubt that the engineer who met with to the remarks, when the deceased said, the firems to jump off and look out for We have been long enough here; let us himself. 1 was then going about three so tragic a fate was driving his engine go." The station agent said "Hold on; miles an hour. I remained at my post at a greater speed than is customary in you are ahead of time." The conductor and driver were then on their feet. They crossing a bridge and approaching a blind cutting. The brave manner in which Angus Murray clung to his lever went back and sat down and began writing When I first saw the "Carleton," I gave went back and sat down and began writing again, and one of the employes on the train took a piece of paper, went to the window and began writing. They kept their position until it was fifteen minutes after three by the station clock. They aboard all the time. My engine moved their position was the station clock. They aboard all the time. My engine moved their remains all day Sunday. in the very jaws of death shows how true a man perished so terribly. The the brake, vainly trying to check the train that was rushing to destruc-tion. Thousands of disasters might the platform. Before stepping out on the save been averted by equal fidelity and courage, but they did not avail in this astance. The speed was too great, and the danger too near. The engineer of the Wm. Parks, Daniel McDonald, also risked death in a vain attempt to get his train out of the danger that threatened. In doing so he did his duty aobly. He is a hero.

The evidence establishes the fact that the disaster occurred at twenty minutes past three, five minutes after the time at which the freight train should have left

a station seven miles away. The freight train, therefore, was ahead of time. Who is responsible—the living or blood and tears the necessity for the every part of which must be worked exactly in accordance with an intelligent plan. Death and destruction are the fruits of disobedience of orders or of lack of them. The movement of trains out, "All aboard." The train had not moved and the men were aboard. I had hardly called when I heard the freight fire. We then went back and assisted to seen. v as omnipotent and as quickly obeyed train coming. I then ordered the driver to release the bodies. I have been a driver on back as fast as he could for the freight this train for three months, but have drivas that of the sun in the solar system. Even train was right upon us. We were then moving slowly. I heard the whistle of the be caused by the interposition of evil persons or the giving way of some part watch and found it 18 minutes past three. Conductor has a right to direct as to speed blamed for them; but by far the greater number of railway disasters are the result of violation or want of orders; until I saw the smoke of the coming train.

A very short time clapsed until the colli-

gine stopped. I went to the other train Israel M. Ross, trackmaster, stated and saw the bodies covered with the de- On Saturday I was on the regular train bris of the wreck. Then Conductor Ap- coming from Bangor. I am trackmaster pleby, driver McDonald and myself on the division between Carleton and St. compared watches. Appleby's and mine Croix river, and I direct the construction were as stated and McDonald's was train what I require done. The last order I think I was 7 minutes ahead departing 3 27. We had however allowed for I gave was on Tuesday, to clean out the time arriving at Westfield; I did not leave the five minutes when working. I rock cuttings between Carleton and Westany of the stations between McAdam and have been on the road nearly every day field. They were at work on Saturday. Westfield ahead of time to my knowledge; since April last, and my instructions were In the Spring when the train came under I was one minute late leaving there. At to keep clear of all regular trains and reach my control, I notified Mr. Taylor to keep Harvey station the station master has full the next regular station, 15 minutes be clear of the trains at least 15 minutes. I control and ordered me when to leave fore their arriving time. I had my orders never knew him to disobey, and never there; at Fredericton Junction Station from the manager. I would give a mail heard any complaints of the construction Master was aboard, and driver said time train longer time than a freight train. train being in the way of regular trains. was not up, and Station Master admitted From the time that I got away I would be The regular train reached the place of it, and at Welsford Station I and Station in the Fairville yard at half past three. I accident about six o'clock. We brought Master compared time last Saturday about had section men all along as far as West- the bodies around by the road, and put on hall-past two, but I think they did not field and from there as far as Fairville. As the regular train which had come from the agree. There was a difference of 34 min- a rule I was employed with this train east. The track was impassable. I have utes between myself and deceased. Some- every day, and it was known that day that given drivers instructions to drive caretimes I think the Station Master at Wels- I was up the line. I had been no further fully over weak parts of the road. This ford regulates the time by his private than Westfield on Saturday. If the train part was formerly considered bad on acwatch, and at others by the Railway clock. left Westfield at the time mentioned and count of the temporary bridge. Since the I think we were a little behind time leav- arrived at 3.22 it would be at the rate of new bridge has been built they have not ing Welsford. I left there by the Station 7 miles in five minutes, and allowing the been so cautious. It is the duty of a Master's orders on special freight train clock at Westfield to be two minutes and driver to go slowly over curves. When instructions-" the special freight train a half slow the rate would be a mile a min- the construction train was started in the must not run faster than the time given." ute. I compared my watch with the man | Spring I notified the conductors of the In my opinion this does not apply to time ager's clock that evening and my watch freight trains of the fact, and instructed of arrival. Time lost must only be made was exactly right. Appleby's watch was them to be always on time. I consider the up gradually on the whole distance to be 8 minutes fast. I never ran a mile a minrun and would check the driver if I saw ute and the manager would not allow it. arrival of freight trains, and so I considered him driving at a reckless rate. Would call With a good rail, on a level road, with when I was driver. If I were conductor 35 or 40 miles a reckless rate, I would not nine or ten cars, the train with reversed I would not feel I should arrive at a station violate instructions by being ahead of time engine and two brakes should not run before the time named on the table. The so as to have 15 or 20 minutes surplus time more than 300 feet. When I first saw the train has been on all Summer, and we never at a station and would check the driver if I freight train it must have been 250 feet telegraph to a station that a working train thought he was making such surplus time. away. When it first came in sight it must is on the road,

> How Not to Put Out Fires. posed to slow his train on a down grade . (From the Springfield Republican,) The American mania for machinery has

rived about 7 minutes to 3 o'clock, p. m. hours to make 86 miles. If the rails bad superiority of our fire departments over at Westfield station (where I am Station been dry on Saturday I think I could have those of other countries We point with Master), this was twenty two minutes got clear of the freight train. When I pride to our glistening engine, roaring ahead of time for leaving. They took in am working on the road I take my orders along the street like a very dragon, and water there. I cannot say what time this from trackmaster Ross in regard towhere to think ourselves safe. The engine, the would take. I noted the time of arrival work. My orders as to time, etc., were hose, the spouting stream, these are the by the time in station; this time was re- from Manager McLeod. I was working reliance, the alpha and omega of our firegulated by Superintendent's in the morn- about 200 yards this side of the pond on quenching system. In large cities the first ing and by a telegram I again regulated Thursday. It was 15 and 20 minutes past requisite to be put in motion is not the firemy time in the evening and found my time three when I left and this would have given men, but the engine. Or if the pioneers 24 minutes faster than the Superintend- me fifteen minutes advance of the should be thrown into the burning buildent's time. Angus Murray, deceased, was other train. I intended to do this on Sat- ing, they would be quite helpless until the engine driver on said train. Conductor urday and had a better engine. It would "stream" was thrown. The idea of fight-Appleby did not move the train till time have made no difference if the freight train ing the fire with ladder, axe and bucket is was up and ordered by me. Conductor had not whistled, as we did all that could quite beneath us,-insulting, indeed, to a like for magnificent terribleness has not Daniel McDonald, driver of the "William been seen since the Apccalypse. Fires are the time marked on it would be the time for Parks," deposed to working at the scene so frequent that the regular fireman comes arriving. I always took my time from my of the accident on Saturday. The con- to regard the signal as a very prosaic matstation clock. I think 22 minutes shead of ductor came to me and said, "We will be ter, and about as alarming as the dunner-time would be unusual and would be very ready to get out of this in about five bell. He forgets that every fire is, for the time would be unusual and would be very considerably ahead of time. It would be the Conductor's duty to see that his time agreed with time at station. I had no no tice of ballast train being on the track. I generally get (notice when ballast train is on the track but not specially. This train was generally behind time. I very seldom had to detain it at Westfield.

Solomom Cameron sworn: I belong to Westfield, and on Saturday saw the freight train at Westfield Station. I knew it to be the freight train from McAdam, and

be the freight train from McAdam, and thought it was on good time in arriving. I was not at the station, but I saw the train arrive and take water. In passing the locomotive I saw a man taking wood out of the tender. I went into the station and saw the conductor and driver and two others in the operating room. I think the conductor and driver were writing. After I was in the station a short time I looked NOTES AND NEWS. Mr. Froude gave the receipts of his lecures in Boston—\$750—to the sufferers by A dummy engine has been successfully applied to horse car propulsion in New

then walked out of the waiting room on to about 100 feet after the collision. The for their remains all day Sunday. "Carleton" knocked my engine's trucks There are about 9,000 000 horses platform Conductor Appleby pulled out away, and the force of the collision and United States, valued at \$666,000.000. If his watch, turned round and looked at the the steam I had on pushed the engine dragclock. He said to Johnson, "There is the ging on the track. The stone cars kept off, making 90,000 horses, it would entail right time—17 minutes past three." The station master went out and said "All the track and broke loose, moving down the track and broke aboard." The deceased then was at the baggage car door, looking in. He turned and went toward the engine. He walked I saw the "Carleton" a total wreck with ity in some cities, swell be less to nearly the length of the platform, and when he the track torn from under. I asked if anywent off the platform he started and ran body was hurt and cried out "Angus, loss to the daily earnings of the vast about five steps, when he got on the engine where are you?" There was no answer. proportion of the horses that are disabled and the conductor raised his hand that the train left. I think the deceased appeared anxious to leave. This was about ten the bodies. Angus had his hands up and the bodies. Angus had his hands up and Farmingdale, Me, to throw the evening minutes after a quarter past three. For the first forty rods after leaving, the train. The men were at each corner of the boiler on the rails. The first attempt was made

went no faster than a man walks.

John B. Tayler, Conductor ballast train, ween the tender and front of the boiler.

In men were accept contact of the men were accept contact of the rains. The men were accept on the rains. On the rains. The men were accept on Monday afternoon; the train which leaves Portland at 1 p. m., on passing sworn: On Saturday last we were loading The steam was then escaping. Sheehan through farmingdale at about 3.30, rocks at McGuiggan's jeutting with the cngine "Wm. Parks," four flat cars and one
box car. At 5 or 6 minutes after 3 I called
out to my driver Daniel McDonald that we
out to my driver Daniel McDonald that we
minute when I jumped off the train. I felt
ly the cow catcher thrust them aside, and would be ready to get out of there in five minutes. We were to go towards Carleton. I was standing on the rock cut and then to where Conductors Taylor and Appleby got on the cars. I stood there some time were and we looked at our watches. My with a similar result. When one considers until we loaded a large rock when I called watch showed 3.27, Taylor's 3.22, and the crowded condition of the trains on the

The arrest of Albert M. Smith, who attempted the murder of Charles Sackett and Jennie Bates, at Westfield, Mass., as they were returning together from the theatre time table anless I get directions to drive were returning together from the theatre were returning together from the time table and the theatre were returning together from the time table and the ti The sound of the engine in the deep read cut deceived me and I thought it further off. After the train had moved probably a allowed it. The time between Westfield can be added in the state of the read of the re length I stood on the short side of the road allowed it. The time between Westfield and Fairville, I5½ miles, should be three kill the first man who should attempt his arrest. Smith is about 23, and a native of A very short time elapsed until the collision and I did not look at my watch until we compared time after the collision. I was then 22 minutes past three and Appleby was 30 minutes past. I jumped from the train just before the engines struck. The which I have always complied. I use my which I have always complied. I use my which I have always complied. I use my him, but her parents objected, and easily him, but her parents objected, and easily not the parents objected, and easily not provide the parents objected to give him up. It is engine "Carleton" went about the length own judgment in coming down a curve I of herself after they struck and the "Wm.

Parks" a little further, Both engines left the track. My driver got out after the en-

It is uncertain which will take the palm or coolness, the late John H. Weodbury of Lowell, Vt., or his relatives. Mr. Woodbury committed suicide a few days ago. He had been for some time afflicted with a cancer on the Ifp and inside of his mouth, from which there was no hope of went to the village and consulted the phy- the matter has, with great promptitude, asked for the drug to effect his purpose, but was denied. After sending out of town for it he made arrangements for his coffin, which was to be very cheap and plain, and gave orders to have no religious services at the time of his burial. On receiving the morphine at the Post Office, he poured out a quantity, calling it the final dose, and leaving, bade them all farewell. He then went to the hotel and called for a tumbler and tea spoon, a room and a hed lied the following evening.

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 lived on the adjoining lot. These parties

New Advertisements. Advertisers must send in their favors before 12 o'clock noon, in order to insure doings. About eight or nine days since, their appearance in this list. Flora Myres' Theatre Scammell Bros Anchor Line-A. M. & M. Sharp & Co Waterproofs-Beef and Pork-F. Tufts White Beans-

Boy's Clothing &c-School of Design-J. & W. F. Harrison

hear their sound on high when the dark- purpose, as they immediately commenced ness of the night hides their fleeting forms

akes owners of horses feel at ease. Main street, Portland, is rapidly resolving itself into a muddy pond. But the

Shipping Notes.

The steamer Falmouth, lately plying betaken off the route until the Spring, when she will resume her trips.

The bark E. B. Haws. Orleans for Liverpool, with corn in bulk, was lost on the Colorados. The telegram, mation regarding the crew. The E. B. H. C. Haws, of this city.

C. Haws, of this city.

Mr. Lanergan's Richelieu.

Mr. Lanergan was perfectly successful in his imporsonation of the Cardinal-Duke imporsonation of the Cardinal-Duke ting evidence. last evening at the Lyceum, acting the role with much power, and was creditably upported by the company. The troupe as now constituted is an able one. To-night Mr. Lanergan will appear in his great role of John Mildmay in "Still Waters run

A Solemn Scene. The remains of Angus Murray, one of the victims of the railway disaster, were nterred in the Greenwood Cemetery, Careton, yesterday afternoon. The deceased was a member of Carleton Union Lodge of in charge by that body. Previous to the Geese, each .... departure from the house services were held by the Rev. Mr. Burgess. The cortege to Greenwood was composed of the Masonic body and a large number of citizens, including employes of the railway. At the grave the ever impressive Masonic burial rites were performed by J. A.

Clarke, W. M., of the Lodge, and the body was committed to the mother earth. The was committed to the mother earth. The Knox." bleak November wind, the lowering sky, assembled in St. David's Church last evenand the dreary aspect of nature, added a ing, in commemoration of the tercentenary deep solemnity to the scene, and excited of his death. The chair was occupied b Merchants' Exchange.

The following despatches were received Montreal, Nov. 25th .- Liverpool Bread stuffs market quiet. Flour 30s. Red tory. Wheat 11s. 4d. a 11s. 10d. Corn 29s. Cotton 97d. New York-Flour market steady. No. 2 Spring Wheat \$1.50 a \$1.56. Western Mixed Corn 63dc. a 64dc. Mass Pork \$16.00. Market quiet. Fair refining Sugar 98 cts.; good do 10

ts.; prime do. 101 cts. Cuba Cienfuegos ses 17 a 19 cts.; Porto Rico 28 a 55 cts.: English Islands 30 a 38. Grain freights 10d. Receipts of flour 12,000 bbls.; sales, 10.

Receipts of Corn 270,000 bushels: sales

Ordinary Canada and Welland Canal tra \$7.10 a \$7.50. Oats 31 a 35 cts. ; Barley 52 a 55 cts.

Chicago. - No. 2 Spring Wheat \$1.10. Market dull. Receipts of wheat 50,000 bushels; ship

HOW THEY DO IT IN SIMONDS

USED-A HOUSE TORN DOWN AND BURNED OVER THE HEADS OF A DEFENCELESS WO-MAN AND SIX SMALL CHILDREN-THE AR-

recovery. Leaving his family with the would appear serious nature took place at avowed purpose of never returning, he Loch Lomond yesterday afternoon, and sician to ascertain the poison that would been brought before the Police Magistrate. result in death with the least suffering. The matter in question is a crime no less Stating his purpose to kill himself, he serious than arson, and the circumstances

tumbler and tea spoon, a room and a bed.
Being shown a room he went to bed and took the fatal dose. Others being apprised of his supposed condition sent for living there for some time removed. On the physician; but all efforts to waken him and save his life were in vain. He Saturday; week Mr. Robert Stackhouse moved into the house and made his preparations to reside there during the winter. This however was

> to the parties claiming the land, of whom the apparently most interested were George and Joseph Stackhouse, who kept a species of bachelors' hall and with them one Judson Steves and Jacob Brown. I hese parties, judging from the rumors, appear to have acted together in their George Sherwood went to Mr. Stackhouse

ORDERED HIM OFF THE PREMISES. Mr. Stackhouse did not remove, and finding he was determined to keep posses Masters & Patterson sion, the four parties mentioned took advantage of his absence in St. John and W. W. Jordan went to the house with force of arms. Richard Keeling. Their first action was to take all the furniture out of the building, after which they ordered Mrs. Stackhouse and her six Twenty-seven candidates were confirmed children to leave. The children, fearing by the Bishop of Fredericton in St. Mary's something dreadful, ran out on the road, The wild geese southward fly and we ever, did not hinder the parties in their

The rapid decrease of the horse disease and tear away the logs composing the walls. Mrs. Stackhouse, finding the ruins falling around her, left the place. Having destroyed the house, the parties completed their work by kindling fires in such places as would ensure the destruction of the entire place. They accomplished their object, but in the meantime word had come to the ween Halifax and Portland, has been City Police Office, and policeman Ryder, one of the best of the force was despatched to arrest the parties. He started on the expedition and succeeded nander, while on her passage from New in capturing all four about one o'clock this morning. He reached the city with his prisoners shortly before noon and the exdated Havana, Nov. 20th, gives no infor- amination took place at two this after noon. A. L. Palmer, Esq., appeared for was 761 tons register, built at Oromocto, the prisoners, who pleaded not guilty.

N. B., in 1867, and was owned by Richard Policeman Ryder deserves prise for

[Corrected weekly for THE TRIBUNE.] TUESDAY, Nov. 25th Eurd, (4)
Riggs, per dozen...
Oats (Prov ) per bushel...
Oats (P. E. I.), (4)
Potatoes, Kidney, (4) Cheese, Dairy, per lb.. . 12c. a 14c. 

The Tercentenary of John Knex.

the sincere sympathy of all present, even James Allen, Esq., and the meeting was though in life he had been to many a addressed by Rev. Messrs. Stavely, Cameron, Caie, Houston and Bennet. Mr. Stavely was eloquent and anecdotal, Mr. Cameron learned and logical, Mr. Cale witty and practical, Mr. Houston statistical and comprehensive, Mr. Bennett discoursive and philosophical, and all lauda-

Circuit Court. George Jackson vs. A. R. McLellan, an action of trespass on the case, resulting from a collision of the schr. "Spartan with the schr. " Hopewell" off Point Lepreaux in 1869, was commenced yesterday, and is still before the Court.

Seribner's Monthly, for December, opens with two finely illustrated articles-"Nev Ways in the Old Dominion," and "A Peep at the Bird Shops." There is an article from Mr. Froude, a chapter from the advance sheets of his forthcoming book on "The English in Ireland, in the Eighteenth Century." It tells in his graphic picturesque way, some exciting "stories of the Irish Smugglers," to show how difficult Montreal-Flour market dull, in buyers was the task of Irish Government. Curiously enough other pages of this issue contain a wild Irish poem by Robert Buchan-\$6.10 a \$6 15; Fancy \$6.75 a \$7.00; Ex- an, "O'Murtogh," which gives the Irish side of the case. There is a fresh, delightful paper by "C," telling of "A Tramp Receipts of flour 3,000 bbls; sales with Tyndall" among the Swiss Mountains," and an illustrated article on Mother tains," and an illustrated article on Mother Goose—quaint and pleasing. Dr. Holland's autobiographical novel. "Arthur Bonnicastle," has in this installment many tender and delightful passages. Mrs. Oliphant's "At His Gates" is concluded. There is a curious character sketch, "One of Miss Widgery's Evenings," by Miss J. T. Hopkins chiefly a study of individualities. Mr. Thomas Dunn English has a very funny burlesque of the story of Arion.

New York, Nov 26th .- Gold opened a

Subscribe for the DAILY TRIBUNE, and with "etchings." The scientific and liter-have it delivered at your residence every at 3 departments are full of fresh, crisp