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LARRIGANS, & C. On Hand—1000 Pairs No. 1 Larrigans. 250 " No. 2 " 150 doz. Prime Cotton Socks, 100 " Fair " 250 " Mitts. 100 Lined and Strapped Horse Blankets. 500 Fair Homespun Pants. 100 Homespun Jumpers. 150 dozen Homespun Shirts. REEFERS, OVER COATS, HOOD COATS, HATS, CAPS, PANTS & VESTS. EVERITT & BUTLER.

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THE DAILY TRIBUNE is an organ of the Government because it publishes information of the Government's doings in advance of its contemporaries without entering into an explanation of the manner in which it obtains the information. THE TRIBUNE must be the organ of many interests if the publication of exclusive information constitutes an organ. We wouldn't complain of the Tribune press, but can't see a religious paper going to the bait without reminding it of the error of its ways, that it may repent. If an example of downright falsehood is set by ecclesiastical journals we fear the secular press will become less virtuous than it now is.

The Cold Snap. Last Wednesday will be known as the cold Christmas. From South Carolina to Maine the cold was intense, it being no where milder than in St. John, N. B. The thermometer reported at 30° at 10 P. M. at Lincoln, N. H., 45° at 6 P. M. at Foughkeeps, N. Y., and the mercury was frozen at Richmond, Va., 28°, and the Mississippi was filled with ice between Memphis, Tenn., and Helena, Ark., ninety miles, for the first time in fifteen years. The snow, wind, and intense cold of Wednesday and Thursday produced effects never before experienced. At Bangor the thermometer was reported at 26° at 10 P. M. at Lincoln, N. H., 45° at 6 P. M. at Foughkeeps, N. Y., and the mercury was frozen at Richmond, Va., 28°, and the Mississippi was filled with ice between Memphis, Tenn., and Helena, Ark., ninety miles, for the first time in fifteen years.

NOTES AND NEWS. A leading gambler at Fort Scott, Kan., has subscribed \$2,000 toward a new church. "Gentleman Jack," a late pugilist, has the finest monument in Brompton, Eng., erected by his admiring "pals."

The Blood-Money Ring—A Sailor's Relief. To the Editor of the Tribune: Sir: I have read with considerable interest your anti-slavery and anti-slavery of a most tyrannical and unjust system which for years past has prevailed in our port. I allude to the notorious extortion by boarding-house crimps a species of "blood-money." It appears from the correspondence already published, and I glean this portion of my information mainly from the very industriously circulated letter by a "boarding-house keeper" published in the Tribune of the 11th inst. He tells us that in the billiard room and freizes his hands and feet, and that he is not allowed to leave his room without the crimp's consent. He tells us that he is not allowed to leave his room without the crimp's consent. He tells us that he is not allowed to leave his room without the crimp's consent.

Whirlwind of Fire in England. (From the Liverpool Mercury, Dec. 5.) On Saturday a most remarkable phenomenon occurred at King Sutton, near Barnby, by which a man had a narrow escape. No less than seventeen trees were torn up by the roots, thirty-six more or less injured, and 116 yards of stone wall thrown down. About 1 o'clock in the day the people in the neighborhood saw something in the shape of a haycock, of great size, revealing through the air. It was accompanied by fire and a great deal of smoke, and sometimes was seen high in the air, and at others near the ground. It made a great noise, something like a railway train travelling, and progressed with great rapidity. It passed over the estate of Col. North, M. P., Sir William Brown, Bart., and Mr. Leslie Melville Cartwright, sixty yards of whose park wall at one place has been thrown down from the foundation. It tore up one of the largest beech trees on Sir William Brown's estate, and about twelve to fifteen tons of earth with it, and the branches were carried about in all directions. A man named Adams, who was breaking stones on the road, says he heard a great noise, as if a railway train were coming up. There was a heavy rain at the time, and a few minutes before a vivid flash of lightning. For a mile and a half there was the destruction caused by this phenomenon, which seems to have travelled almost in a straight line from south to north. Then there was working capital to be raised by mortgage, bearing interest at 12 per cent. The prospectus stated that the number of vessels reported lost and missing during the Autumn and Winter, thus far, is probably the largest since the war broke out in 1854. The number of vessels reported lost and missing during the Autumn and Winter, thus far, is probably the largest since the war broke out in 1854.

Disastrous Year for Shipping. (From the British Review.) The year 1872 has long been remembered as one of the most disastrous for shipping in the history of the world. It has been a year of unparalleled disaster, and it is only to be expected that the casualty of shipping should be in proportion. On the British coast alone the numbers last month far exceed the total of any similar month in the history of the North Sea, Baltic and American coasts, the proportion is even greater. The statistics for November are as follows:

Collisions.	Total Loss.
Atlantic (Canadian and West Coast of Great Britain).....	15
Atlantic (European coast).....	7
Pacific.....	1
Australian.....	1
East Indies.....	2
North Sea.....	11
East Coast of Great Britain.....	59
English Channel.....	15
Total.....	111

THE COURT OF QUEEN'S BENCH in London has virtually decided that Spiritualism is lunacy. A woman who was a Spiritualist rather a malignant party was shut up in an asylum and unable to get any redress. We have no sympathy for the vagaries of those who profess to hold communion with the unseen powers of the air. Like the prophet of old, it remains in good working order and announces the time with rather more accuracy than did he of Nineveh.

THIRTY PASSENGERS KILLED BY A RAILWAY CRASH. (From the Daily News, Dec. 20.) The immediate cause of the accident at Prospect Station was a broken flange on the tender. About sixty rods west of the station a train consisting of twenty-five cars, over which the locomotive and tender of the passenger train were passing, passed in safety, but the baggage and passenger cars, only two coaches being in the train, were thrown from the tracks and struck top downward. The weight of the train, which was about 100 tons, was piled upon the passenger cars, and the situation even more terrible, the passenger coach was partially tilted upon its side, so that the occupants of that coach were also fatally or seriously injured.

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