

BY TELEGRAPH.

British and Foreign.

(Special Telegrams to the Daily Tribune.)

LONDON, Jan. 26.

The mail steamer from Rio Janeiro brings news of a terrible disaster.

The steamer American, plying between Rio and Montevideo, while on a trip from the latter port, on the night of the 22nd, took fire.

The flames spread with great rapidity, and the vessel was soon burned to the water's edge.

There was a large number of passengers on board, of whom eighty-seven were burned to death or drowned.

PARIS, Jan. 26.

The Court of Appeals has sentenced VICTOR PLACE.

late Consul General at New York, to two years imprisonment and a fine of 2,000 francs for frauds on the Government in purchase of arms in America.

MADRID, Jan. 26.

A STORMY SCENE followed the reading of the Decree of the dissolution in the Cortes.

The House seemed hazy by surprise, and members were unable to conceal their indignation.

Passionate speeches were made, which were answered with derisive cries by a few of the supporters of the Government.

One deputy exclaimed: "The time has come for BARRICADES."

The greatest uproar and confusion followed, amid which the sitting was declared at an end.

(To the St. John Associated Press.)

LONDON, Jan. 26.

The dissolution of the Spanish Cortes caused great excitement.

People generally sympathize with the despotic and despised RETIREMENT OF PRESENT GOVERNMENT.

The King is urged to form a new Cabinet. There is great agitation and disturbance.

The troops are under arms.

In Paris the stores will be closed on the 29th, the ANNIVERSARY OF ITS CAPITULATION.

Fifty-one Bishops have protested to the Assembly against the Education Bill.

THE PRINCE OF WALES walked a quarter of a mile yesterday.

Five persons were drowned in Blackwell Colliery yesterday.

Earl Granville refused to sign the Republican declaration which the British Government to urge the substitution of the civil for military court in THE TRIAL OF THE PARIS COMMUNISTS.

Otway, M. P. for Chatham, addressed his constituents this evening, opposing the foreign and domestic policy of the Government.

From Ontario.

(Special Telegram to the Daily Tribune.)

TORONTO, Jan. 27.

Hinks and Morris conducted their investigations into THE EXCISE IRREGULARITIES at Hamilton yesterday, and returned here.

A deputation of the excise manufacturers waited upon them, and obtained their consent that changes would be made in the Revenue Law as granting READIER ACCESS TO THE COURTS in Excise matters.

Prince will move in the House that the Government General be requested to cause legislation to be initiated, pending towards the transfer of the management of the FISHERIES OF ONTARIO to the Local Government.

Blake will introduce a bill making further provision for filling vacancies in the Legislature.

Opposition journals continue to DENOUNCE THE GOVERNMENT as coalition.

Chibb advocates (?) against new railway from Toronto to Quebec.

MARRIED.

This (Saturday) evening, GRACE YERSON, infant daughter of J. S. and ANNIE MACLEARS.

On Friday, 26th inst., after a short illness, JOHN E. HARRISON, merchant, in the 57th year of his age, leaving a wife and five children to mourn the loss of a kind husband and indulgent parent.

Funeral from his late residence, No. 13 German street, on Monday next, at 3 o'clock. Friends and acquaintances invited to attend.

On Thursday evening, 25th inst., Mrs. MAY CRAIG, of consumption, in the 24th year of her age.

Funeral from the residence of her father, William Craig, at 2 o'clock on Sunday, 28th, from Fort Howe. Friends and acquaintances invited to attend.

January 25th, at Cedar Hill, Emily PARKER, aged four years and nine months, daughter of GEORGE E. and MARY PARKER.

On Friday, 26th inst., HARRIS JANE WHITMAN, beloved wife of Mr. Allan Whitman, of Long Beach, Kingston, aged 31 years and 9 months, leaving a husband and five children to mourn their loss.

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FOR RE-BUILDING BUCTOUCHE BRIDGE, in the County of Kent, according to Designs and Specifications to be seen at said office, and at the store of Horatio Smith, near the Bridge site.

Each tender must be sealed and marked "Tender for Bridge," and enclosed a written agreement from two persons whose names will be satisfactory to the Government, to become surety for the faithful performance of the Contract.

The Chief Commissioner does not engage to accept the lowest or any other tender.

W. M. KELLY, Chief Commissioner.

Department Public Works, Fredericton, 24th Jan. 1872.

NEW ADVERTISEMENTS.

GOLD 7-30 LOAN. A profitable and secure investment.

The Northern Pacific Railroad Company offers to the public an investment security which combines the ready negotiability, the convenience, and the high credit of a first-class Railroad Bond, with the solidity and safety of a Real Estate Mortgage on Land worth at least twice the amount loaned.

An official report, of the gross earnings of the present Pacific Railroad (Union and Central) for 1871, the second year of its operation, (December earnings estimated) shows Seventeen Millions and a Quarter, or 65 per cent. in from Local business, and its rate is fully 55 per cent. or nearly Nine and a Half Mills per mile.

These lands are not over operating on the Pacific Railroad, and its rate is fully 55 per cent. or nearly Nine and a Half Mills per mile.

An equal traffic on the Northern Pacific Road will pay a dividend of more than 95 per cent. on its cost.

With its great and unquestioned advantages in distance, grades, climate and fertility, the Northern Pacific is assured of a vast and profitable business from the outset, with a large increase for the future.

The 7-30 Gold Loan, which offers full security on the twenty-six leading Land-grant Railroads have thus far sold their lands, in 374 per acre—the highest price of any grant being \$13.50, and the lowest \$3.07. With few exceptions, the average selling price has steadily increased from year to year.

The lands of the Northern Pacific Road are admitted, by all who have seen them, to be better and more valuable than those of most other grants. In fact, the general average of 7-30s, which will yield more than \$10,000 per acre of road—more than three times the possible cost of construction and equipment; or, at the lowest average of any grant (\$3.07), they will produce more than \$7,000 per acre.

These facts regarding Pacific Railroad earnings, and the market value of Railroad Lands, as shown by actual sales of settlers, show the three-fold security of Northern Pacific Railroad Bonds.

Construction. The road is now completed across Minnesota, 225 miles; work is progressing westward through Dakota, and 65 miles are under construction on the Pacific coast.

Existing purchased lines, the Northern Pacific Company now has under its management 55 miles of finished track. Contracts for the construction of 60 miles more, to be finished before the close of 1872.

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