

WHOLESALE WAREHOUSE,

55 and 57 King Street.

WE beg to call special attention to our NEW STOCK, which is now complete in all Departments—
DRESS GOODS, COTTONS, PRINTS, WOOLLENS, LINENS, FANCY GOODS,
MILLINERY, MANTLES, SHAWLS,
HOSIERY, TIES, SMALL WARES, &c., &c.
An unlimited assortment of READY-MADE CLOTHING, Shirts and Underclothing, Straw
FAT and SHIRT WAISTS of the best quality
Superior power and hand from HOESPEUNS. Wholesale only, at our usual low rates.

EVERITT & BUTLER

The Daily Tribune.

ST. JOHN, N. B., MAY 30, 1872.

A Great Want that should be Instantly Supplied.

It would appear that the efforts which have been made by the Dominion Board of Works to give increased railway freight accommodation at St. John and Point du Chene have operated, temporarily, to retard the transportation of freight over the Government roads. To facilitate the work of "filling in" at these points, about fifty platform cars have been placed at the disposal of the contractors, as per agreement, and the withdrawal of this amount of rolling stock from the ordinary freight service has worked serious injury to the interests of the saw-mill owners along the line, from Salisbury westward, whose lumber has been detained at the mills and stations when it ought to be in the Saint John and United States markets. The money damages sustained by this class of railway patrons can scarcely be exaggerated. Prices of lumber are ruling unusually high; contracts have been made and cannot be filled; the lumber is absolutely needed and cannot be obtained,—all owing to the fact that the Dominion Government has not sufficient rolling stock to transport the business of the road. Mill owners accordingly find their valuable properties comparatively worthless for a time. We have heard of one firm who recently invested in saw-mills up the line which they now allege they will be compelled to dispose of, as they can not get their lumber sold after manufacturing it; and of another who have lately spent many thousands in building new mills, and made great preparations for doing a heavy business and taking advantage of a good market, but who find all their energies and resources nullified and themselves compelled to suffer severe losses in consequence of the want of railway facilities for sending their product to St. John for shipment. This is a very serious business. A great wrong has been done these individuals these financial losses, since it, and it alone, has caused them. To make matters worse, it appears that the Inter Colonial Railway Commissioners have called upon Superintendent Carvell to return seventy-five platform cars which were lent to the Shediac and St. John road last year, as they are now required to assist in ballasting the new line between Amherst and Yruxi! If Mr. Carvell was in a bad plight before, he will be get along when such a large portion of his rolling stock has been sent off the line entirely? How is the freight business of the road to be carried on with an amount of rolling stock only equal to what was in use on the road ten years ago? We have heard that as a consequence of this order, the Superintendent has informed Messrs. Clark and Stackhouse that he can not spare them cars any longer for filling in the Mill Pond at the St. John Depot. This will release about thirty cars,—not one half of the number that are being sent into Nova Scotia; and in the meantime the important work at the St. John Depot are interrupted! Thus, to whatever use the limited rolling stock of the line is put, some important service suffers, the Government loses revenue, and private damages accumulate. We have repeatedly called the attention of the Government to the want of rolling stock. The patrons of the road have been constantly calling for more cars, and the Superintendent has as persistently stated the case to the Department at Ottawa. But the magnitude of the crisis does not appear to have impressed the authorities at head-quarters sufficiently to call forth an extraordinary effort to set matters right. They have, indeed, provided in the Estimates for some fifty platform cars extra, but nothing has yet been done to secure their construction, although at least one hundred such cars are imperatively needed at this very moment. Mr. Langvin has heretofore shown such energy and capacity as Minister of Public Works, we feel confident that when he fully realizes the situation he will adopt a short cut towards supplying the wants of the road. In the meantime it is rumored that mill-owners intend to address the Department by petition, setting forth the necessities of their case, the wants to which they will have no time in forwarding their petitions; that it will not hesitate earnestly to urge immediate improvement, and at the same time will be correct in its statement of facts that when returned to the Superintendent for his report "this is truth—the wants of the Road are not exaggerated in the least." Consultation between mill-owners and the Superintendent, and mutual co-operation and knowledge of what is understood to have repeatedly claimed for the Road, may lead to the saving of time in correspondence and give their documents a moral force that, we trust, will prove irresistible.

Woman's Rights Convention. During the canvass the sisters will occupy extensive lodgings paid for by the friends of the movement; Woodhall and Clavin's weekly paper is adopted as the organ of the agitators; and money is pouring in to carry on the campaign—the whole affair bearing many features—the same, financially, with the Fenian agitation.

CITY GRIEVANCES.
The Streets Need Cleaning—More Street Lamps Wanted—More and Better Policemen—The streets of this city are in a most filthy and unwholesome condition. The Queen's Square demands improvement.
(FROM A SPECIAL CONTRIBUTOR.)

Thriving and ever advancing as our City happily is, it is no unfair comment on those who actively conduce to this commercial well-being, that they are in most cases so absorbed in the pocket interests of Number One,—so "convinced" all in general, for such as are not immediately within the limited area, and is not a way they have,—our successful ones,—those primary interests secured, to the connection with it, without it, may be leaving us so much as a look of their hair? Or, if the connection be maintained to any considerable degree, the present, purely mercenary, and not in the least, for the common welfare and certain City pride affect, can fail to notice and deplore this fact. But we do not propose reading a vain lecture to those who regard the City merely as a mine or quarry, which they are to dig out of, and then to leave it, but our real object is to remind the powers that be of what ought to be and must be, as connected with what is, and to suggest some means by which our Civic rulers would indignantly repel the imputation of Conservatism, had the term in its political acceptance much part of our portion here, yet they may safely credit themselves with a goodly amount of the same, and in respect of our City management. The profane profanities of the candidate, viewed side by side with the performances of the representative, prove a full and complete, and signifying nothing. This is the result of experience, and we fear will be so till the millennium. We have now, as usual, a number of remediable grievances, of greater or less importance, but in aggregate amounting to a large deficit. Here are some of these, in the hope that the recital may prick the managerial consciences.

THE CLEANUP OF THE STREETS.
The road bed is left to the elements—unrelieved and irregular, if economical, scavengers. It is at least desirable that they should have the assistance of some extra hands. Our City rulers ought not to suffer a certain amount of the elements, and only discovered to reveal traces of their original intention. Laws surely exist for the protection of ordinary street traffic during building operations, but they are not enforced. Now and then one stumbling against a beam stretched across the sidewalk, an awkward enemy at night; and wherever builders are, the walks become a chain-pier, or possibly to the sensitive, symptoms of sea-sickness. It is no uncommon thing to find piles of boxes, barrels, &c., occupying large portions of sidewalks so as to cause obstruction to the passers-by. This is frequently the case in our busiest quarters; and something must be done to mitigate the nuisance. On the question of lighting, the City Council ought to limit the supply of gas to that which is necessary to the quality of gas. It is certainly their duty to see that they get a just *quid pro quo* for it is equally their duty to provide a sufficiency of light to the streets, and surely there can be no difficulty in this. In some places where good gas and plenty of it is specially desirable, lamps too much resemble angels' visits—the last class of being one upon a chain-pier, or possibly to the sensitive, symptoms of sea-sickness. It is no uncommon thing to find piles of boxes, barrels, &c., occupying large portions of sidewalks so as to cause obstruction to the passers-by. This is frequently the case in our busiest quarters; and something must be done to mitigate the nuisance.

Police Management. Whether by increasing the force, or by better apportionment as it is; and good citizens will be grumble at the reasonable cost of peace and security.
How wondrously apt we are to forget lessons which at the time of their teaching seem inefficacious! We cannot otherwise account for the disgusting fact (as we may say) of conglomerated filth from which profuse offensive exhalations well fitted to bring upon us some such scourge as that which devastated us last year. Then prompt and active measures were adopted, with good results. The plague however had come, and it is more than wantonly foolhardy to invite its return by suffering the nuisance complained of to exist.

People's Line of Steamers.
The steamers of this line, four in number, "The City of Fredericton," "The Ida Whittier," the "Gazette" and "Highlander" are now running regularly from Fredericton to Woodstock, Tobique and Grand Falls. One of the boats of this line leaves Fredericton every morning (except Sunday) at six o'clock, reaching Woodstock the same afternoon. A boat also leaves Woodstock daily for Tobique and Grand Falls, when sufficient freight offers for these points. No prettier scenery can be seen anywhere than the steamer sail from Fredericton to Grand Falls in the summer season. All the varied attractions of mountain, valley, meadow, intervals, precipitous torrents and broad stretches of water flow from the eye till the great water-fall of the Grand Falls is reached. These steamers are well adapted to give a good view of the scenery from their spacious open promenade decks. Some idea of the large business done by the People's Line can be had by seeing the large quantities of freight daily carried by the boats of this line. Captains Rideout, Duncan and the other commanding officers are obliging and the General Manager and the Company's affairs, Captain Whittier, is a very obliging and thorough business man.

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The First Aquatic Contest.
The Schuykill regatta takes place to-day at Philadelphia. There will be several contests, but the principal one of interest will be the pair-oared race between Culler and Cavit, and the Biglin Brothers.

Sunday Amusements.
Base ball and hand ball were indulged in to a great extent yesterday in Lower Cove. All day, in a field near the Barrack Ground, a large crowd of boys amused themselves playing a noisy and excited game of base ball. Last evening a couple of four oared racing gigs were out on the harbor practising. One crew handled their oars skillfully, while the others looked like beginners. The oarsmen of this vicinity are evidently intent on business this year.

Biographical Notices.
An interesting announcement, affecting the late firm of Forbes and Simons, appears in our issue to-day. In this instance the late firm has been first, and the first last, the senior member of the firm being still at large, and unable to appreciate the congratulations which we extend to his respected brother and junior. The lady is a native of Dorchester.

British and Foreign.
(By Telegraph to Associated Press.)
MADRID, May 19.
The Spanish Cortes passed a bill to increase the effective army to 80,000.
NEW YORK, May 20.
The Supplemental Treaty was given to Senate for ratification on Saturday by Foreign Relations Committee, one member dissenting recommending that course. Before submitted sense immaterial changes were made.
Senate in executive session took up the matter, but made no disposition of it.
Summer began speech, arraigning the administration for what he considers its undiplomatic course in the case.
Senate will probably take up the matter again on Wednesday.
It is believed that the two thirds vote necessary to ratification of protocol will be obtained.
Disasters rain-storm in Kansas city on Thursday night; town was flooded; four persons drowned, and railroads injured.
Large fire in Philadelphia last night! Loss \$300,000; insurance \$185,000.

Market Exchange.
The following despatches were received at the Exchange to-day—
Montreal, May 19.—Flour at Liverpool, 37s. 6d. a 38s. 6d. Red Wheat, 11s. 8d. a 11s. 10d.
New York Flour Market dull, heavy. Common to good Extra State \$7.60 a \$8.55. Pork nominal, \$13.80 a \$13.90 new.
Grain freight strong, quiet, 5d.
Montreal flour market dull—in buyers' favor. Western States and Welland Canal \$6.60.
No gold despatch received up to 1 p. m.
Supreme Court.
Graham vs. Gilbert is yet before the Court. It will probably be concluded to-day.

The Weather.
A warm refreshing rain has been refreshing the country to-day. The grass on the Squares is assuming a look of greenness, and probably this rain will bring the leaves out.
New Warft.
The wharf formerly occupied by the "Empress" is nearly covered over. A warehouse is to be built on it at once.
Custom House Steps.
The old flight of steps at the Southern end of the Custom House is again open to the public. Look out for broken limbs.
The March Road.
Sunday afternoon all the Livestock were captured of their tents; all the striking was done out of town, and the active and energetic Chief of Police rescued yesterday the quietest day for some time.
New Repeller.
The hull of the screw boat building, Fisher's yard, Lower Cove, is about completed. She will be entirely finished in July.
—The Kingston Orangemen are making great preparations for the reception of Mr. Johnston, the Grand Master of Ireland. He is expected to be with them on the 12th of July next.
—Prince Kamehameha, of Owhyhee, Hawaii, is going to matriculate in the "Jesuit" College at Uioa, and the World says that his prospective subjects ask, "Why he goes Hawaii from them?"
—The Chicago Post informs Mr. Greeley that the eyes of every man in America are on him, and that every man in our factories calls to him in a metallic quack to stand firm to his principles, and do justice though the tariff fall.

WHAT MAKES A MAN.
Not numerous years nor lengthened life. Not pretty children and a wife. Not many chains and fancy rings. Not any such like trumpery things; Not liberty, clear, nor bottled wine, Nor liberty with kings to dine, Nor oak, nor books, nor yet a hat, A dandy vest or trimmed cravat, Nor all the world's wealth laid in store; Nor Master, nor Servant, nor Squire, With titles that the memory tries; That never heavily bends the knee, That will not bear a fatter's weight; Not Latin, Greek, nor Hebrew lore, Nor thousand volumes rambled o'er; Not Judge's robes nor Mayor's mace, Nor crowns that deck the royal race, These all united never can Avail to make a single man.
A truthful soul, a loving mind, Full of affection for his kind; A full of the human race, A soul of honesty and of grace; A spirit firm erect and free, That never heavily bends the knee, That will not bear a fatter's weight; Not Latin, Greek, nor Hebrew lore, Not thousand volumes rambled o'er; Not Judge's robes nor Mayor's mace, Nor crowns that deck the royal race, These all united never can Avail to make a single man.
A Western girl, who has been well brought up, knows down every man that kisses her, and she is so pretty that half the married and all the single men in town have black eyes.
"Excuse me, madam, but I would like to ask why you look at me as I walk?"
"Oh, beg pardon, sir; I took you for a husband."

One of the most useful provisions of which we have heard is the "Savings Society" of Philadelphia. An exchange states that "it designs to encourage poor people to take measures to put by earnings in the mild portion of the year to secure fuel during the severe cold months at prices less than the retail rates now obtainable. The society receives on deposit small sums of money from poor persons, which deposits secure fuel to their full value, and more so, last season the depositors were enabled to save one hundred dollars per ton, which cost the society six and seven. There were thirty one hundred depositors last year, and this year the number is nearly four thousand. The plan of this society is to have a store of fuel, and to sell it at a price less than the retail price. Besides providing for the comfort of its depositors and preventing a large amount of suffering, often resulting from improvidence, it is likely to educate the poorer classes in the habits of economy and thrift in other particulars." The advantages offered by such a Society will be understood by those among us who were cognizant of the misery, loss of time and anxious suffering by those poor persons in St. John who were compelled to buy wood and coal at famine prices during the winter just ended.

It is characteristic of the decay of female modesty among the "Women's Rights" women of the United States, that Miss Tennie Clavin (sister of the notorious Mrs. Woodhall, who lived with two husbands at the same time in some honied apartment) she should have solicited the appointment of the Colonel of the Ninth New York Regiment. She applies to fill the shoes of the late lamented Fisk, Jr. This woman greivously says in a letter to the Manager of the Grand Opera House—
"Fisk had wealth, youth, and brains. Under his guidance the regiment rapidly took rank in the 'First Division' as one of the most efficient bodies of men in the service. His men partook of his spirit and dash, and each one felt the inspiration of his genius.
I protest that it would be a wrong to the memory of the dead leader to select as his successor any one who lacks the magnetic influence he possessed over his soldiers—securing their love and admiration, and communicating their enthusiasm to the general public. It would be an impediment to the further advance of the regiment to permit such a selection. In fact, it would be a blunder,—and the great captain, Napoleon the First, declared a blunder to be worse than a crime.
Your connection with the Grand Opera House brings you in social contact with the commander having the matter of the selection of the Colonel in hand. See the gentlemen, please, and tell them I will accept the position, and pledge myself, elected, to give such an impetus to recruiting that in thirty days the Ninth Regiment will be the foremost in the State.
There can be no objection to me, save that I am a woman. Permit me to remind those who urge it, that Jean d'Arc also was a woman. While I do not make pretensions to the same military genius she possessed, I may state that it has always been my desire to become actively connected with the service, and I have always gratified a passion I have for studying its rules and tactics, in which I am well versed.
I have no doubt that this communication will, at first sight, occasion incredulity as to my intentions, but permit me to assure you I am deeply and excitedly in earnest in the matter. Yours very truly,
TENNIE C. CLAVIN.
Miss Clavin is quite sane,—so sane, in fact, that she and her sister are likely to make "a good thing" out of Mrs. Woodhall's nomination for the Presidency by the

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