

WHOLESALE WAREHOUSE.

NEW OPENING PER THE STEAMER "EDITH EMILY." One case Blue, Brown and Black MOSCOW BEAVERS. One case Blue and Black Presidents! 2 bales GREY COTONS; 2 cases HABERDASHERY. One case Small Wares; One case Shoe Threads.

FOR SALE AT THE LOWEST LIVING PROFITS. EVERITT & BUTLER, 55 and 57 KING STREET.

The Daily Tribune.

ST. JOHN, N. B., JULY 11, 1872. The Political Outlook.

News comes from Gloucester that Mr. Anglin will be opposed by Mr. Ryan, an Irish Catholic, who on a former occasion ran against Mr. Taylor for the Assembly and failed only by a small majority. Hon. Mr. Young and the Jersey fishing establishments, with a considerable body of the French electors and most of the old Confederate Party, are out in opposition to the present member, who, however, is taking things easy in this city as if he felt tolerably confident of the result.

There is no talk of opposition in Westmoreland, Hon. Mr. Smith's session on School matters having secured his seat. The Montreal Times is working hard to stir up opposition to Mr. Wallace's reelection, although it does not show that any other two men could do better for the county than Mr. McChesin, in the Senate, and Mr. Wallace, in the Commons, have done. There is nothing new to report from King's. In Queen's Mr. Babbitt's reported intention to run is treated as "a gas," though Mr. Babbitt himself is personally very popular and would prove a formidable opponent.

Such were the conflicting declarations that greeted but did not deter the heated multitude from embarking on the perilous craft, preferring possible explosion to imminent submersion. There were numerous victims to the latter deadly illness; while those who went down to the sea in ships had equal danger to fear from the fatal lightning, which in the early afternoon brought considerable disaster to the boats. Mr. Gray will lose nothing by this kind of clamor. The ship will be ready to start on Thursday. I gave it to him on condition as given to me by prisoner.

It will be remembered that THE TRIBUNE has on more than one occasion urged upon the Local Government the appointment of Mr. Elder to a seat in the Legislative Council. Here is a body which our friend would dignify, which involves neither the enormous expense, the great fatigue, the thousand annoyances and the serious loss of time and friends which invariably accompany contested elections to the popular branch, and through which a few men are enabled to pass without some loss of respect. The Government, until recently, could plead the excuse of no suitable vacancy, but it can do so no longer. Mr. Fraser's resignation supplies the opportunity which, no doubt, the Government has been anxiously seeking for stowing on a valued supporter some mark of its appreciation of his services. The tender of the seat to the Council to Mr. Elder would be a graceful act, and creditable to all the parties interested. We trust the vacancy will be filled in the manner indicated, and that we shall soon have reason to speak of the Legislative services about to be rendered by the Honorable William Elder, M. L. C. We shall continue to press our friend's claims upon the Government, from day to day or month to month, if necessary, until justice is done and this desirable result attained.

A correspondent of the Telegraph denies that the Memorandum Railway Station is badly kept. We know our description to be literally correct. Memorandum is the dirtiest station on the line, and the parties in charge, instead of improving the correctness of a picture drawn from life, should set themselves to work to put the Station House in presentable shape. The attention of the acting Superintendent having been thus publicly directed to this Station, there is no doubt, he will, as a rule, the Station premises on the Government Railways are well looked after and neatly kept, but these of Memorandum appear to be an exception, though why they should be we do not understand.

A Fish Market over the mouth of a river can be seen in St. John only.

LETTERS FROM THE PEOPLE.

Sheriff Temple and the Clayton Case. Mr. Editor: An article in the Telegraph headed, "The Deputy Sheriff forwarded by the Sheriff," endeavors to shield the Sheriff of York from the charges which have been made upon his conduct in sending a Deputy to execute a writ which he could not or would not execute himself. The inference to be drawn from the article in question is that Seely went on the business with a full knowledge of the facts of the case. The very reverse of this is the truth. Seely is known to have been entirely ignorant of the character of the man whom he was to dispossess, and not until he had engaged to go was he aware that any attempt had previously been made to oust Clayton, or even then what was the nature of that attempt or why it failed.

Mr. Seely's conduct in courting the fullest examination into the facts of this case and affair, is the best answer to the many fallacious reports that have been circulated as to the part he took in the matter, and as they come out more fully into the light the Sheriff will be more culpable than it was at first thought. Nothing, perhaps, will more clearly prove the incorrectness of the statement made in the Telegraph than the following copy of the deposition of the Sheriff himself before the Magistrate sitting in the Seely examination—

THOMAS TEMPLE, being duly sworn, deposes that on a sheet of paper the County of York; have seen the prisoner (Seely). The deposition now in Court was given by me; it was attached to a writ of Habeas Corpus at the suit of James R. Curry as lessor of the Plaintiff. The writ was issued to take the prisoner and said he was going with him to the County Jail. Clayton was taken there where this disturbance took place. The complaint was to George B. Seely and is as follows:—

Supreme Court, 1872. Frederick, June 8, 1872. John Doe ex dem James R. Curry vs. Richard Roe. I hereby depose George B. Seely to execute the annexed writ at the risk and request of the Plaintiff.

THOMAS TEMPLE, Sheriff. I gave to James R. Curry two deputy tickets in blank to fill in what names he pleased. Mr. Curry spoke to me of the prisoner and said he was going with him. Saw him in the evening when he told me that Seely (the prisoner) was going. I then said to Mr. Curry that the prisoner being in a lawyer's office would understand the execution of the writ better than I could. The other men that were with him, I employ some of the men to go with Curry. Saw the prisoner on Thursday. I gave it to him on condition as given to me by prisoner.

THE EDITOR OF THE DAILY TRIBUNE. The Globe has a characteristic article last evening on the Hon. J. H. Gray. It has been considered fashionable for a long time, to abuse this gentleman; attacks on his day on the Newmarket at Clayton's; that Mr. Gray's real crime is that he is a vulgar millionaire, though if he had been a common thief in the service it had been equal to a crime. He has supported the Government of Boston has another remembrance of honors conferred upon her by the vote of the nation. The Long Branch race was deprived of one of their most enthusiastic spectators, whose official presence was debared by the Harvard Commencement and the International Jubilee.

The heart of the entire Commonwealth is beating with admiration for the self-sacrifice which only calmly and unobtrusively put by such imperative national duties for the simple sake of being credited a Distinguished Service Medal. The Presidential visit has been accomplished, and Boston has another remembrance of honors conferred upon her by the vote of the nation. The Long Branch race was deprived of one of their most enthusiastic spectators, whose official presence was debared by the Harvard Commencement and the International Jubilee.

Mr. Editor: It is reported that a considerable portion of the Western Extension stock sold yesterday was bid in for leading shareholders in the Company. The parties certainly got very cheap stock. I think it a pity that more interest is not taken in the operations of this Company, a few persons managing everything at present. The public, whose money built the road, ought to know the exact relations of the Company to certain American capitalists, and whether there is a prospect of our losing our railway by its passing into the hands of the Americans.

Mr. Editor: Does Mr. Carvell or the present acting Superintendent of the E. & N. A. Railway, know that the people of this city are subject to so many inconveniences at the Freight House on this line of railway? They advertise to receive freight from 7 o'clock, a. m. until 6 o'clock, p. m., and yet the Freight House doors were closed from 12 o'clock until one o'clock today, and several loaded teams were kept waiting during that time, much to their inconvenience and to those employing them. This is not right; there must be something wrong somewhere.

Mr. W. H. Olive runs an Express to Halifax by the "Empress" in connection with "Barry's." Mr. Barry has the monopoly of the Annapolis and Windsor road. Packages, freight or monies forwarded by this Line will receive the fullest attention. OLIVE'S EXPRESS OFFICE, BARON'S HOTEL BUILDING, PRINCE WILLIAM STREET, July 5-7.

The "Anchor Line."

The proprietors of "The Anchor Line" of Steamships are leaving nothing undone to provide the very best accommodation for the public. At short intervals we hear of them launching a new steamer, until now they possess one of the most magnificent lines of steamships in the world. The latest addition to their fleet is the "California," which has just arrived in New York from Europe. The following particulars in reference to this noble vessel will be read with a large degree of interest in this city, where the "Anchor Line," its vessels, commanders, local agents and all concerned in the management, are such favorites—

She is commanded by Capt. Craig, the commodore of the line, who entertains a very high opinion of her capabilities, and is referred as follows: 1st officer, John Craig; 2d officer, John C. Grote; 3d officer, Mr. Brown; 4th officer, John Gurney; chief steward, N. Stockdale; medical officer, Dr. Robert Murdoch; purser, Mr. Wm. Bryce. She is of the following dimensions, viz: Length over all, 375 feet; breadth of beam, 40 feet 6 inches; and depth of hold to upper deck, 31 feet 6 inches. The gross tonnage of the vessel is 5,434 tons, and she is propelled by two engines, the engines being two cylinders, the stroke being four feet. The vessel has been supplied with six hundred and sixty tons of coal, and with a pressure of sixty-five pounds of steam. There is accommodation for 1,200 passengers, and 300 stowage passengers, and stowage for 3,410 tons of cargo. The main saloon is very spacious, and is fitted up with the latest improvements. It has also been had to a combination of comfort and beauty. The sleeping berths are well lighted, and the ventilation is all that could be desired. The stowage berths, by means of a fan worked by the engine, are supplied with a constant supply of fresh air, a fact which must conduce to the preservation of the health of the passengers. The greatest amenity of the vessel is the fact that she is everywhere to effect this desideratum by providing comfortable and airy stowage berths for all the minutiae of construction and accommodation which at the present day are demanded by the public. The ladies' cabin is a perfect specimen of elegance and comfort, and is fitted up with the latest improvements. The beautiful enamel finishing on deck, to supply a strong hold for gentlemen, is a new and very valuable improvement. The after part of the ship is a perfect specimen of luxury and beauty. The dining saloon is a perfect specimen of elegance and comfort, and is fitted up with the latest improvements. The stowage berths, by means of a fan worked by the engine, are supplied with a constant supply of fresh air, a fact which must conduce to the preservation of the health of the passengers.

THE ATROCIOUS VILLAIN. The train, running at the rate of twenty miles an hour, had attained a distance of perhaps a mile or more from the north of the city of Springfield, when a shock started every occupant and created no inconsiderable excitement among the more nervous of the party. It was now discovered that the entire train had been brought to a sudden stop from some cause or other. Upon accordingly rushed conductor and passengers, and the train was found to be stopped by a broken axle on the engine. The engine discovered the obstruction when within ten rods and reversed the engine and whistled for the train to stop. The distance was so short that the locomotive struck and knocked off most of the ties. One of them, however, passed under the pilot (cow catcher), and the track rode on until the train was stopped. The conductor thinks the train would inevitably have been wrecked if it had not been equipped with the new trucks, which enabled it to stop within the space of thirty rods. Even as it was the escape was a fearfully narrow one.

LOCALS. Personal. Hon. Mr. Tilley is in St. Stephen to day, an invited guest at the marriage ceremony of Miss Chapman, sister to Mrs. Tilley. The Freeman is sorry to learn that Mr. Bolton, M. P., is suffering from a severe attack of pleurisy and rheumatic fever. We hope that he will soon be restored to health. The Globe of last evening says:— Our young friend Mr. E. H. D. Flood left this morning on a two months summer excursion to P. E. Island, Cape Breton and Newfoundland, and will probably visit the city on his return. We hope he will have an enjoyable trip, and return well prepared to resume his duties. Mr. Flood, while en route, will correspond with THE DAILY TRIBUNE of this City. The Common Council will meet at 3 p. m. to-morrow, Friday. We hope all members looking to an increase in civic salaries will be voted down. The city is crying out against the extortion imposed, of which far too large a portion is made up from the salaries of officials. Members of the Council will do well, also, to guard against everything being done by the Council, which is not in the public interest, and to grant unusual privileges to individuals. Christian Chapel. Ira J. Chase of Pittsburgh, Penn., will preach this evening, (Thursday) in the Christian Chapel, Duke street, before commencing at 8 o'clock. The public are invited. A Handsome Transparency is being fixed over the entrance to the Opera House, Dock St. When finished and illuminated it will present quite an attractive appearance. The enterprising Major Bishop deserves to succeed. Auction Sale. Mr. C. U. Hanford sold at auction on the Hay Market Square, at noon to-day, a large quantity of Hay. The attendance was large and bidding lively. The hay realized \$17 a ton. Splendid Strawberries. Those in Mr. R. E. Paddington's window, No. 48 Charlotte St. They are from the Clifton Nurseries and can't be beat. The crop this year is uncommonly fine. Steamers. The "New England" arrived at Eastport at 11:30 a. m. She is due here at 5 p. m. The "Edith Emily" has nearly finished loading and will sail for Liverpool to-morrow. A Strawberry Festival comes off this evening in the Baptist Church, Germain St., this evening—the first of the season. Talbot's Benefit. Mr. George H. Clark, of this city, an amateur tenor singer, will take part in the benefit to Talbot at the Opera House. British Templars. In our report yesterday, of the Grand Lodge meeting at Chatham, we neglected to mention that Mr. Culpeper, who has acted in the capacity of Secretary of the Grand Lodge for six years, was compelled, owing to ill health, to decline nomination. A complimentary address, congratulating him on the success that had attended the Order during his term of office, was presented to him to which he made a suitable reply.

Perils of Greeley Men—Attempt to throw a Train loaded with Greeley Delegates from the Track.

(From the Chicago News.) In the manifold records of venom growing out of the political situation there can be found no parallel to the enormity perpetrated night before last between this city and Springfield, which was nothing if not a well contrived effort to wreck a train of four Pullman and four passenger cars, containing the Greeley delegates on their return from the Convention. It was, happily, an unsuccessful effort in one direction; to massacre, in an instant, hundreds of human beings elated with the good work done in the interests of their common country; and it was successful in another direction; demonstrating to horror-stricken communities what looks very much like the infancy of a depraved cause, as opposed to a virtuous one. It would be a source of unqualified pride to each and every member of the Springfield Convention if it could be proven that political malice had sought to do with the double-barrelled performance, but no possible hypothesis exists, unfortunately, to create any such unwelcome impression.

At 11 o'clock the train, which proceeded thirty minutes ahead of the regular train, consisted of four Pullman and four passenger cars, left Springfield. Every berth and seat was occupied. There was no need but very little standing room, although the train was a special one, procured to convey the prominent members of the convention home whose responsibilities were so urgent as not to allow of the least possible delay. In these coaches were observable gentlemen of every profession and of the highest social position, and the most distinguished of the party. The train was so packed that the passengers were crowded together in a most uncomfortable manner. The train was so packed that the passengers were crowded together in a most uncomfortable manner. The train was so packed that the passengers were crowded together in a most uncomfortable manner.

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By Telegraph.

British and Foreign.

(By Telegraph to Associated Press.) New York, July 11. The Commercial states that the police, while protesting to believe there will be no trouble on the 13th, will be ordered out fully armed and mounted. Police will clear away any mob which may collect in advance of the procession. Code of Signals will be arranged between the Police, Military, and Fire authorities, by which forces can be concentrated at any point. It is believed the apparent quietude of the Irish is assumed to put the authorities of their guard, but there is no need of disguising the fact that many recent movements indicate there will be blood shed on Friday. It is said that Gen. Diven will probably decline the Vice Presidency of the Erie Railway. Testimony for the defence in Stokes trial is all in. It is believed that the jury will either acquit the prisoner or disagree, more probably the latter. The Democratic Press of the Country generally accept the Baltimore nomination. No Cables. Amusements. Miss LeClere, as Annie Carow in "A Sheep in Wolf's Clothing," again delighted a very large audience last night. The piece itself is rather a poor affair, the situations being highly improbable, and at times, absurd, though there are several effective passages; but Miss LeClere's talents only shone the more brilliantly on that account. The acting of Mr. Aldrich as Joseph Carow was scarcely inferior to that of "the star." Mr. McManus as Col. Kirke, and Mr. Owen as Koster Cochey, were eminently successful, and the appearance of Little Rose as "Sibyl" was a pleasing and touching feature of the piece. The farce that followed was very amusing, the only regret being that so prime a favorite as Rachel Noah should be required to take so unpleasant a part as that assigned to her in the character of "Searley." This evening, "The Lady of Lyons" is to be repeated at somebody's request, though the patrons of the Academy would prefer to witness Miss LeClere in some new character every night of the short stay she will make in St. John. At the Opera House all the old favorites were to the fore last night, reinforced by Miss Jennie Vachon, who has been acting with Fira Myers' Troupe. There was a good house. There will be a similar variety of entertainment this evening. Great things are expected to-morrow night, when Talbot takes his benefit, endorsed by the leading merchants of our city. The bill will be a great one, and the dry goods and jewelry stores and brokers' offices are expected to be largely represented, while a full delegation from the Choral Society will be present to participate in the repetition of the Boston Jubilee, Gilmore's band being welded by his great conducting rival, Talbot. Madame Leutner and the Grand Opera Band will be on the stage. Shipping Notes. The steamer "Adala," Sanderson, from London for Quebec, is ashore at St. Paul's Island, and is lying on the rocks with her stern about 14 feet under water, and her foremast entirely out of the water. A good part of the cargo has been saved and landed out of the forehold, and the captain and crew remained on St. Paul's Island to save all that was possible. A party of wreckers were on the island and attempted to plant a mine in the morning, seeking news of the Boat Race. Gradually they changed to the opposite side of King street, and took their stand at Magee's corner, where they maintained a position during the greater part of the day. The number did not at any time, exceed one hundred. They were kept together, to some extent, by returned "spers" who described the scenes on the "Scud" and the "Empress" and a Digby, and were the heroes of the hour. Olive and others delivered thrilling narratives, culminated to stifle and as sound the unspontaneous. Merchants' Exchange. The following despatches were received at the Exchange to-day:— Montreal, July 10.—Flour at Liverpool, 37s. 6d.; Red Wheat, 11s. 3d. a 11s. 6d. New York Flour Market quiet and steady. Common to good Extra State \$6.70 a \$7.70. Pork dull, \$13.37 a \$13.43, new. Grain freights, 8 1/2 a 9 1/2. Montreal Flour Market quieter.—Western State and Welland Canal \$5.80 a \$5.90. New York, July 11th.—Gold opened at 114. City Police Court. Thomas Campbell, 25, arrested on a warrant for absconding himself from his vessel, the bark "Atlanta," without leave, pleaded guilty and was sentenced to four weeks' gaol, and to be put on board of his vessel should she sail previous to the expiration of the term. George Little, 26, who came to the station for protection, was let go. Strawberries by the quart or pint. Strawberries and Cream. Prince Edward Island Oysters. Ice Cream, Pastry, &c. &c. may be found at Geo. Sparrow's.

THE BOAT RACE. Despatches to "The Tribune." The "Empress" returned last night, arriving in the harbor at about 11 o'clock. She was crowded with passengers. She struck on the Round Rock on entering the harbor, but got off without difficulty and with but slight injury. The coolness and judgment of Captain Leary is highly commended by the passengers. The following Special Telegrams to THE TRIBUNE have been received from our Reporter at Digby:— DUBU, July 11, 9 A. M. Last night at seven it blew a regular gale, subsided some afterwards, and St. John and Halifax four-oared boats were out practicing, the Halifax boat taking in water over the sides all the time. At ten o'clock a thunder and rain storm broke and continued all night. Early this morning there was heavy fog, which has lifted now. The sun is out and there is a slight breeze. The four oared race will come off this forenoon. Some hope of the scull race taking place to-day. SECOND DESPATCH. DUBU, 10 A. M. Brown just started out rowing thirty-five strokes to the minute till out of sight. Fulton is standing on the wharf looking at him. Brown excites admiration by his fine form in the boat. The Digby four is the favorite for the four-oared race; expected to come off before dinner. Weather dark, cloudy and a breeze. The "Scud" will go over after the four-oared race. The rum shops were all closed last evening and the crowd is remarkably quiet. THIRD DESPATCH. DUBU, 11 A. M. The four-oared boats are just starting for the stake boat. Digby is still the favorite. Fulton went out after Brown, and had a talk with him in the Cove opposite the town. Weather very warm and the wind going down. FOURTH DESPATCH. THE FOUR-OARED RACE WON BY DIGBY. DUBU, 11:45 A. M. Four-oared race just finished. Digby won; distance three miles; time eighteen minutes. St. John took the lead to the turning boat. Digby took the lead on the home stretch and was two lengths ahead when a half a mile from the wharf, which they increased. Just before reaching the stake boat St. John crossed rowing, and Digby came in five lengths ahead, rowing splendidly. Halifax boat about a quarter of a mile behind St. John boat. A good deal of money changed hands. Weather hot; wind going down. Both Fulton and Brown are anxious to row. FIFTH DESPATCH. DUBU, 12:40 P. M. "Empress" just left for Annapolis with a large number of Halifax men bound for home. No official time of four-oared race, but said to be all the way from eighteen minutes to twenty minutes, about the correct time. A large number who slept on board the "Scud" last night were robbed by a party of roughs, who took pocket books, watches and tickets. Some had to borrow money to get a meal. Nash of St. John had a hundred and fifty dollars taken, and got back a hundred and four dollars to-day. Betting on Fulton, and no takers, solely because Halifax men have bet their last dollar. Weather warm and clear and a slight breeze. SIXTH DESPATCH. DUBU, 3 P. M. Weather is getting finer all the time, and the talk all around is that the Race will come off this afternoon. The town is quiet; only one disturbance to-day. A man got his wrist badly cut at one o'clock, putting through a window. Fulton and Brown both fell in tip top condition and anxious to row. There was nothing later from Digby up to 3:30 p. m.

THE ST. JAMES' MAGAZINE AND United Empire Review. JUNE, 1872. A United Empire Review. The Adventure of Three Englishmen and Three Frenchmen in South America, with Illustrations: The Cruise of the "Cerberus." By the Author of "The Sea and the Shores." A Ball and a Ride in Canada, with Illustrations: Voices from the Desert; The Sick Man's Christmas; By E. G. H. The Shakers; By Catherine C. Hooper; A Story of the Revolution; By Miss Van O. The World's History; By the Author of "My Uncle John; Under the Red Cross; General Remarks; By the Author of "Our Adventures in the War." Ordinary of the Month. LONDON: IN BAILEY'S, LOW SEABLE, 185 FLEET STREET, LONDON, E. C. CHEAP TEA. 1000 POUNDS choice retailing TEA at 10s. per cwt. For sale by R. E. LINDSEY, 185 FLEET STREET.