MANUFACTURES MISPECK MILLS,

ALL WOOL GOODS, viz: HEAVY and LIGHT GREY CLOTH; HEAVY GREY and SCARLET FLANNEL; MISPECK TWEED. Heavy Grey Blankets.

ALSO: FIRST CLASS COTTON WARPS. The above named Seasonable Goods are all of SUPERIOR QUALITY, manufactured from the ery best materials, and warranted to give satisfaction.

23. ORDERS FROM THE THADE RESPECSFULLY SOLICITED.

23. Warehouse—Reed's Building, Water Street.

J. L. WOODWORTH, Agent.

LARRICANS, &c.

On Hand-1000 Pairs No. 1 Larrigans, 150 doz. Prime Country Socks, 160 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 TERMS. EVERITT & BUTLER,

J. L. STEWART......EDITOR.

THURSDAY, NOVEMBER 28, 1879

How St. John's Credit is Injured.

The publication of an exaggerated

are making the most of the aid and com-

fort afforded them, and that most is con-

peen checked, deposits called, in, notes

s directly attributable to the special ef-

forts that have, been made to impress

the world that our mercantile commu nity is rotten to the core. The mer-

The Bulls and Bears.

The struggles between New York

financial cliques are yearly becoming of greater magnitude. The buying and

selling of stocks has become a gigantic

species of gambling, and the gains and

losses of the operators are a thousand

times greater than those of the devotees of rouge et noir. If it were as easy to play as roulette the gambling hells

would be deserted, and the game of bulls and bears would become the only

recreation of the gambling portion of

humanity. Experience has shown that the game is ruinous for novices, unless

they have a remarkable genius for it,

chants know whom to thank.

nent of the failures that have oc-

Wholesale Warerooms, 55 and 57 King Street. BUY YOUR The Baily Tribune. Sewing Machines

FROM THE MANUFACTURES, AND Save Twenty Per Cent

BUY YOUR SEWING MACHINES Where you can get them Repaired

MACHINES SOLD

Weekly Investments! Satisfaction Guaranteeed or warning against trusting any one in St.

Money Refunded.

J. D. LAWLOR, The Singer Family, Singer Manufacturing, J. P.

Howe and Lawlor FAMILY SEWING MACHINES 82 KING STREET. All kinds of Sewing Machines Repaired and Improved. oct 11 d w

Business Cards.

BARNES & CO., Printers. Booksellers, Stationers, . BOYONAN

BLANK BOOK MANUFACTURERS. BARNES & CO., 58 Prince Wm. street WILLIAM DUNLOP,

WHOLKSALE AND RETAIL DEALER IN Flour, Groceries & Liquors, No. 40 CHARLOTTE STREET,

159 Union Street. GEORGE MURDOCH, game. For the last few years nearly Harness Maker. AND DEALER IN Ourry Combe, Brushes, &c., always on hand.

Strict attention paid to Jossing and pov 21 ly three or four per cent were considered.

United States Hotel, large enough to make or lose by. Now, HEAD OF KING STREET, Fronting on King Square.

ON and after December 1st, the price of Board will be ONE DOLLAR AND TWENTY-FIVE CENTS per day.

Liberal terms will be made for Permanent Board.

JAMES HINCH. CARD.

ROBERT J. LEONARD, Ship Broker & Commission Merchant. then ran up that particular stock in the OFFICE:

SAINT JOHN. N. B. C. G. O. CHIPMAN.

Bookseller & Stationer.

AMHERST, N. S.

Mahoney's Livery Stables, GERMAIN STREET, (Nearly Opposite Trinity Church.) THE Subscriber has removed his Livery
Stables from the Waverley House to the
above locality, where he is prepared to furnish
HOR-ES, CAR RIAGES, &c., of all descriptions,
COAUH kis in attendance at all times.

North Western preferred stock in fulby stock glambling but don't like to lose religious movement is one of the most ina million or so to their rival and his part-ners. Such a quibble was never before society. It is widespread and permeates a certain kind of stock is fulfilled when a better stock of the same corporation

lowed to settle at compromise rates

some failed; some faced the music of 200 heroically; but the bitten kings of

Rev. G. M. W. Carey is writing a Christian character; next, a consideration of the actual state of the case: ation of the actual state of the case; curred here, grouped together for effect, We are anxious to see whether Mr. other parties who are solvent are deepent that credit is most necessary for the Halifax, Bangor, and elsewhere, the atement is republished and a note of John sounded. The rivals of St. John siderable and injures our merchants in various ways. Consignments have efused renewal, orders declined, and goods intercepted by those who John merchants are not worthy of trust. The greatest part of this injury and annoyance to honest merchants

nation most interested. Put in your or wound him. Let me translate one that lake at random from a number, and which I find in La Vie Parisienne, a goswitch which I find in La Vie Parisienne, a goswitch which I find in La Vie Parisienne, a goswitch which I find in La Vie Parisienne, a goswitch which I find in La Vie Parisienne, a goswitch which I find in La Vie Parisienne, a goswitch which I find in La Vie Parisienne, a goswitch which I find in La Vie Parisienne, a goswitch which I find in La Vie Parisienne, and the pass which I find in La Vie Parisienne, and the pass which I find in La Vie Parisienne, and the pass which I find in La Vie Parisienne, and the pass which I find in La Vie Parisienne, and the pass which I find in La Vie Parisienne, and the pass which I find in La Vie Parisienne, and the pass which I find in La Vie Parisienne, a goswich which I find in L around the hat

United States. The Boston Fire-Meteoric Pheno-

The following official report has been recommendation of the consideration of the considerati and the long list of those who have lost their own and other people's money dabbling in stocks might be expected to warm the tempted of the danger of the every defaulter in the United States ha een led to betray his trust by stock gambling. It is the greatest vice of the however, the machinery for bulling or bearing the market is so extensive that stocks are doubled in price in a week, enriching those who have "bought to be delivered," and beggaring those who have sold with the intention of buying at lower rates. New York is now in great excitement over the last great "corner." Jay Gould and others secretly bought up all the stock known as North Western common that could be got hold of, and made large contracts for stocks to be lelivered to them at a certain date, and Exchange, by bidding against each other, from \$80 to \$200 a share. The few hundred shares that had not been secured secretly by the bold bulls were bought at the latter figure, the owners making a good thing by the operations f others, and those who had contracted to deliver this stock at 80 or 90 were called upon to pay the difference between the contract price and that marked on the bulletin board of the Stock Exchange. This difference amounted to from ten to seventeen millions of dol lars, the heaviest losers being two of the greatest operators in Wall street-Henry N. Smith and Daniel Drew. each of whom is supposed to be worth from five to twenty millions of dollars. Some of the losers bought stock before they reached the ruinous price of 200, and

THE FRENCH REVIVAL.

Churches Thronged—The Visit of the Virgin—Miracles Worked—Hyncinthe's Struggle Against Rome.

For a list of Agents for the sale of the Daily Tribune see first page. Paris, Nov. 8. f For advertisements of Wanted, Lost, France is now passing through a cycle o FOUND, FOR SALE, or To LET, see Auction filment of their contracts, intending to religious enthusiasm, and the churches are column. carry the matter to the courts. They thronged and the priests walk the highhave made their money out of others ways with beatified countenances. This

der its stock operations more discredit-able than they now are. The courts may decide that an obligation to furnish great city has been ravaged by heathens who desecrated her churches and sang the altar. God's anointed priests-yea, the School of Military Designvery princes of holy Rome—have been shot that dwells among thieves will be rude- to death in a prison yard, and yet France ly shocked by the failures of the chief turns from it all and sinks in sackcloth ornaments of the arena were the game and ashes at the feet of Jesus Christ. This of bulls and bears is played to submit is what the clergy will tell you, and it is very true. You have heard, of course, of the pilgrimage of Lourdes—how the Blessing human eyes and announced herself to

be "the Immaculate Conception." A hundred thousand French men and women eries of articles for The Christian Visi- have made pious journeys thither—the the ground the aspect is that of rigid win for on one of the most interesting of lame, the halt and she sick—to drink of ter. topics usually discussed in the religious the sacred waters. I have been told that press—"Church Members and Worldly Amusements." He begins by claiming that "it will be admitted by all reflecting persons that there should be a marked distinction between the church and the world." Mr. Carer wives a key. and the world." Mr. Carey gives a key to his method of treating the question by questing in his introductory strength by queting in his introductory strong enough. Lourdes is in the Pyrenees, on the texts against loving worldly things, and Spanish frontier, and the Virgin appeared tentiary for six months with hard labor. reminding the Christian that "through also in Salette, near the Italian frontier. 1 his whole life—business and leisure, have not heard so much about Salette. It work and recreation, in the shop, on the is bard to reach by railway from Paris, and street, on the ship, at the social gather- the pilgrims have preferred Lourdes, with ing, as well as in the sanctuary"—he its advantages in the way of first class

be as to the true ideal and standing of subject, my functions not being to discuss 1474. action of the actual state of the case; and lastly, the proper attitude of church members toward these amusements."

The case; to every act of faith, whether Roman, Mus in the Long Room at the Custom House, the other evening to my friend, a keen and has been appointed to fill the position of able Jesuit. "Believe it!" he said, with Branist and Geologist on the staff of the Carey can give a "true ideal of Christ-ian character" that will bear any re-from his proud, burning eyes. "Believe semblance to the real human article, it! Why not? Does not God manifest Department at Ottawa. Mr. Matthews and whether he will attempt to draw a Himself now as in the early days? Do we will receive a much larger salary in his distinct line between those amusements not see every day the wonderful manifesta- new position. His loss will be much felt distinct line between those amusements to be induced by the wooderful manifestations of the shunned and those to be induced by the wooderful manifestations of the shunned and those to be induced by the wooderful manifestations of the class to difficult. The ideals need to such that the class is difficult. The ideals need to such that the class is difficult. The ideals need to only at Lourdes, but there in this very Paris have we seen the work of God in a miraculous way. Within as a new wax doll resembles a neglected baby—as closely as the good little der the shade of the Arch of Triumph, there was a great miracle performed last week.

The "Willow Copse" was produced last week.

draw a picture of a real flesh and blood Christian who might edit a newspaper, practice law, et sell merchandize with out neglecting his business or lessening his spiritual pre-eminence. Books are full of the wax doll species: we want a picture of the real man,

In the Visitor Rev. W. B. Boggs ably advocates the claims of Acadia College on the Baptists of New Brunswick, and urges that the required amount, be cheerfully subscribed. It is to be hoped that there are none in this Province who look upon it as a Nova Scotia institution not deserving of our aid. There is no reason why the question of aid should be confined wholly to the one denomination most interested. Put in your automatics are proved that the required amount is nation most interested. Put in your automatics are proved that there are not interested. Put in your automatics are proved that the required amount is not deserving of our aid. There is no reason why the question of aid should be confined wholly to the one denomination most interested. Put in your later that the results of the province who look upon it as a Nova Scotia institution not deserving of our aid. There is no reason why the question of aid should be confined wholly to the one denomination most interested. Put in your later that the province who is not province who look upon it as a nova Scotia institution not deserving of our aid. There is no reason why the question of aid should be confined wholly to the one denomination most interested. Put in your later that the province who later that the point of innumerable paragraph or an item about the later that the point of innumerable paragraph or an item about the later that the point of innumerable paragraph or an item about the later that the province who was under the required amount. The later is a look the concience of the miracle was a mover that the required amount. The later is a new material water that the new manifestations of flood the price of food the price of food wither that it is not negative to the manifestations of floo

which I find in La Vie Parisienne, a gossip, scandal and picture paper, written for the students and the upcertain world:

The new Crown Land settlement regulations, referred to in our columns several times as the new colonization scheme, are published among our advertisements to-day.

This is Thanksgiving Day in the United States.

which I find in La Vie Parisienne, a gossip, scandal and picture paper, written for the students and the upcertain world:

'The letters of ex-Father Hyacunthe are becoming as numerous as the stars. M. Loyson announces that he will continue to serve the mass in his apartments in slip pers and moraing gown we suppose. We have been supposed in the evening to his maid of all work:

"Catherine, you will serve mass at ten and breakfast at 11 o'clock.""

About half-past five o'clock last evening a number of boots and shoes exposed for sale outside the store of Messrs. J. H. Starr & Co., King street, were removed from the cord upon which they hung by two

Loyson—who is prolonging her stay in bed disturbed by a violent ringing of bell s ying:
"Strange that Catherine will never answer the bell." And so in turn she sum-

LOCALS.

resorted to in Wall street, and will ren- all classes. France has been overwhelmed Amusements ... Flora Myres' Theatre Hay Cutters, &c-Practical Business Educat

> Andrew C. Otty, Lt. Col. Likely, Cameron & Golding

> Yesterday and last night were the coldest f the season. To-day with the snow on

The Stolen Watch.

Mr. Hubbard sold at auction at Chubb's should be separated from the world. In trains. I do not venture to write about tal stock of the Bank of New Brunswick. John Hegan, Esq., was the purchaser at

boys and girls who are condemned to early deaths by the Sunday School book authors resemble the real article. With so many lamentable failures to warn him we shall expect Mr. Carey to draw a picture of a real flesh and blood Christian who might edit a newspaper,

English Mails Commencing on Monday next, the 2nd of December, the English Mail will close at

boys who had been noticed to be lurking around the door for some time. They were seen by a clerk who rushed out and

stop the train so quickly as three. After

long it was after taking water that we left Westfield. I heard Conductor Appleby say to the station master that the station clock was slow, and that the true time was The inquest on the bodies of Murray and Shechan, killed at South Bay, by the railway cohision on Saturday last, was resulted by Coroner Robinson at the Fair-ville station this morning. The examination of Mr. Ross, the track master, was resulted. The witness said: I am a practi-to bring a train up. Once in as while we tion of Mr. Ross, the track master, was resumed. The witness said: I am a practical engineer and have been driving on the road. Have been engineer of the "Carleton" and saw the ireight which was attached to her on Saturday, and it would not be possible for her to run from West-field to where she was in five minutes. The "Carleton" would have no difficulty in controlling that train on any part of the road. The road is generally gradey between Westfield and Fairville and it is difficult to make great speed. With proper presaution on the part of the driver and brakesman a uniform rate of speed could be made. On the day of the accident it would be more difficult to control a train than on a fine day when the rails are dry. Between 19 and 20 miles an hour would be a fair rate of speed on this part of the road. I do not give any instructions as regards the running of the freight train unless under particular give any instructions as regards the running an hour, but we were not going so fast give any instructions as regards the running of the freight train unless under particular circumstances. If I had charge of the construction train on the day of the accident, I would have thought that by leaving the out at 20 minutes after 3 I had given the freight train ample time. There are three way stations between Westfield and Fairville. It is possible there may be freight at every station, and it would be right to make calculations accordingly. The general rules for drivers are to blow right to make calculations accordingly. They general rules for drivers are to blow the whistle at least 500 yards before coming to a turnpike crossing. I examined the wreck of the train the evening of the accident. The engine "Carleton" appeared dent. The engine "Carleton" appeared from what I could see to be in back gen dent. The engine "Carleton" appeared from what I could see to be in back gear but whether the brakes were down or not it was impossible to tell, the beams being considerably damaged. I do not consider that in any case the train has any right to arrive before time. If she has any work to do she should arrive by the table and leave after time. They could make the distance from Westfield at the rate of 25 miles an hour, though at pertions of the road they could not make good speed. If they left Westfield at 15 minutes past three and ran at the rate of 20 miles an hour they would and did not give the clock. Appleby and

at the race of 20 miles an hour they would reach there in 26 minutes. Unless something happened to Taylor's train it would be an extra precaution to send a danger flag train agreed. My time agreed with Welsup the line to warn the other train.

I have driven on all kinds of trains and do not recollect of ever having a conductor direct me as to rate of speed. I do not remember ever leaving the station ahead of time. If I was ahead of time I would the "Wm. Parks."

The inquest will be continued to the continued to t [The inquest will be continued.] have power to stop, and the conductor, unless by a general order from the Super-Shipping Notes. intendent, could not order me to leave The schooner Lothair, with salt for Prcshead of time. Nor could the station ahead of time. Nor could the station vidence, from Turks Island 18 days, arrived master nor any other person. I never at Newport, R. I., on the 26th inst., hav-

knew a construction train to keep a signal on the line, except in case of accident. I knew Angus Murray, and knew him to be a fast driver. His driving bordered on recklessness. I once travelled with him on the engine on purpose to check his speed. It was at the time of a pic-nic, and the Manager, Mr. McLeod, told me to go Bar on the 23d inst.; was stripped by the to him and not allow him to drive as was his custom. When I remonstrated he complied and ran at a more moderate rate. Sishing sloop. The steamer Lackawanna which Murray always obliged me but he was ambitious and did not like to be dictated to in regard to his running. I would con-

ime than the freight train.

in regard to his running. I would consider that on that day, with the slippery state of the rails, I would have had ample time in leaving at the hour it left. The construction travels usually at the rate of from 20 to 24 miles an hour, making faster James Gray: I was on the freight train.

After repairing she will proceed, on Saturday last in the capacity of a brake—
man. A few minutes after we had arrived ashore at Port Caledonia, has been got

man. A few minutes after we nad arrived ashore at Port Calculation, has been and taken water at Westfield it was five off.

The steamer Merlin, at North Sydney, Conductor Appleby and Murray, the driver, C. B., from St. Johns, N. F., was nearly were then in the telegraph office writing.

I do not know what time we started but I lost her sails, and some of her crew were lost her sails, and some of the steamer Malta, that the time was up—" All aboard."

The driver and conductor stepped out on the driver and conductor stepped out of the driver and conductor stepped out of th

the platform. I did not then get aboard jured by falling into the hold of the ves-and the driver stepped to the back part of sel. the train and began to talk to a person named Youngelaus. I was then on the platform. The driver after talking a few Vice Consul at Fayal, dated the 19th Octominutes took out his watch and said, ber, report that the ship Princess Louise, of this port, before reported burnt at sea. We are now behind time. There was was abandoned in a sinking state with 8 no other signal for starting and if the feet of water in her hold, in lat. 43.25 N., driver was behind time it was his own lon. 40.18 W. The captain, George A. F. fault. We had not our customary number Simpson, his wife, and the crew of 13 men of brakesmen. Three was the number and were landed at Fayal on the 17th October we had only two. We sometimes have by the North German brig Collman, Wulff,

three and sometimes two. Two could not commander. he said he was behind time he ran off the Intellectual cultivation tends to increase platform and for about five steps on the industry by exciting a people to exertion, ground. Then he walked to the engine and by directing that exertion in a proper and stepped aboard the baggage car. The channel it must tend to a profitable end. train then got in motion. I did not see Ignorant men are indolent because they him again until I saw the wreck. I was neither know the results that may be acat my post at the baggage car brake when complished, nor the benefits that may be we felt the first shock at McGuiggan's secured by industry. The merchant will outting. The brakes were hard down on be successful in proportion as he is able the grade. I heard no signal for down to select the most profitable places and brakes but had the brakes down as part of times for exchange, to foresee the probable my duty, to ease the train. I put the alterations of the market, to avail himself brakes on no other car. We had not then of the fluctuations of capital which are come to Sutton's crossing. I had heard taking place in various parts of the civilized before this the ordinary whistle given at world, and a thorough understanding of crossings. I felt the second shock about accounts, commercial forms and usages three seconds after the first. After I felt a together with bookkeeping which is essenthird shock the train ceased to move. I tial to every calling, trade or profession heard no signal for brakes. (The witness and should form a part of every man's described the manner in which he with education, as it teaches order, system and Conductor Appleby reached the tender.

where they found Sheeban apparently dead

at all times the financial condition of one's with his arms folded. Murray was close business. Books kept on proper principles to the boiler and on his back.) I went to Sutton for an axe to extricate the men. I compass and chart are to a navigator. The got one and returned as soon as possible. I compass neither drives the ship nor steers helped Robertson cut out the bodies it, but it tells the captain where he is, and and then went for water to prevent in what direction to steer to reach his desthe bodies burning. I think Murray tination. An institution which has for its said. "Lord have mercy on me!" object the training of young men for the It took between two and three hours to ex-tricate them. When I went from the en-gine I saw the "Wm. Parks" some 70 or the hearty support of the people of tho 100 feet away. Her "drivers" were partly Provinces. of and partly on. I do not keep time on the train. I have a watch, but it is not of Mr. Tilley has appointed Charles V.

much account, and I would not like to run Bliss to the office vacated by the late Rev. on a railway by it. I do not know how C. B. Bliss.