BUSINESS NOTICE.

THE TRIBUNE Counting Room is the southern half of the Office of Mr. George Philps, Broker, Prince William street. It is centrally situated, being near the City Hall, the Banks, News Room, Express Office, Chubb's Corner and the Ferry landing. Advertisements for the TRIBUNE should be left at the Counting Room before 11 A. M.

The Daily Tribune.

ST. JOHN, N. B., MARCH 22, 1872.

St. John's Investments.

Among the causes which are alleged to have operated in bringing about a stringency in the Money Market of St. John, heavy investments in lumber are said to play no unimportant part. Lumber, it appears, is treated as a rising commodity, —one that the capitalist cannot have too much of. The growing scarcity of lumber all the world over; the great Western fires of last year, which destroyed enormous stretches of the finest timber lands in the world; the wants of Chicago alone, which will absorb a large proportion of the manufacture of Western lumber this year, with the bare possibility that Congress may remove or reduce the duty on Canadian lumber, have contributed to the belief that no better investment can be found for one's ready money than Lumber. Accordingly, our own people have embarked in lumber, whether in the shape of logs or manufactured, more heavily than usual, though not more sanguinely than the agents of English and Irish houses and Americans have done. The wants of the River du Loup Railway are also beginning to be felt in the Money Market. It is not to be expected that a huge enterprise like this can be carried on without considerable investments on the part of the shareholders; and although these gentlemen are wealthy, it is nevertheless the fact that at least a portion of their means is for the time diverted from use in this city. Another matter that has played not an unimportant part in financial affairs here of late has been the continued investment in foreign stocks, such as United States Government Bonds, North Pacific Railway Bonds, etc. Many would be surprised if they were to learn the extent to which home funds have been diverted to foreign uses. Into Shipping also, a large part of the earnings of our business men have gone; and while it is the fact that this is one of the best uses and best paying investments to which our means can be applied, it is equally true that a year or year and a half generally elapses before any considerable portion of the original investment can be returned to the owner in the form of earnings; and as 1871 was an unusually active year in that respect, we might have reasonably anticipated a temporary vacuum from this cause. Unusually heavy sums have also been expended on our Factories, in supplying them with the most improved machinery, good buildings, and other aids to the development of trade "too numerous to mention," to say nothing of the expenditures for handsome residences and other conspicuous articles of luxury. (Whether Mr. Wiggins is about to withdraw the balance of his funds invested in this City deponent sayeth not and careth not.)

All things considered,—especially income,—St. John has been investing pretty heavily, the only real drawback, however, being in the case of foreign investments, when the monies are so greatly needed at home.

Our Newfoundland Correspondence will be found interesting reading. The writer is a gentleman well versed in the commerce and public affairs of that Colony. His letter bears date some time back; and like all other correspondence, whether private or for the public ear, shows evidence of delay through stress of weather.

The Harvest of the Sea.

From the *Telegraph* we learn that the winter fishery of Grand Manan and Campobello has this year, as last year, proved very valuable:—

The value of the sales is set down at $50 000. The frozen herring were shipped chiefly to New York, and brought prices ranging from 25 cents to 50 cents a hundred, and averaging 35 cents. Vessels carrying from 200.000 to 500.000 herrings, have borne away their rich harvest of the sea, and brought back goods of all kinds in return. The sums of money left by the fishermen in the ports of Maine and Charlotte have been very considerable. The sale of a single article, rubber boots, has been on a grand scale; but in fact the fishermen's wants and those of their families are very numerous, and their custom profitable.

The winter fishery shows, of course, a comparatively small part of the work and profit that fall to the share of the fishermen of Passamaquoddy Bay. The Spring and Fall fishery gives the amplest and most valuable catch, though the fishing for winter herring comes in very well to pass away slack times. The cod, herring, alewives, shad and salmon of the Bay of Fundy suggest a fine field for the efforts of the fishermen; but it is on the North Shore of this Province, and in the waters of the Gulf of St. Lrwrence, that our fishing interests are destined to find their highest development. The salmon and mackerel of these waters, not to speak of the cod, herring, alewives, lobsters, oysters, etc., await the investment of capital that will seek in vain in other branches of commerce a more remunerative return. A large amount of means and thousands of persons already maintain themselves in the Gulf fisheries, and to many capitalists they have proved mines of wealth. Nevertheless, compared with what might be done—with what these splendid resources are capable of producing,—with the inexhaustible field for enterprise that is here spread out on every side, present operations appear feeble and insignificant. Our wholesale merchants, whether of dry goods, cordage, boots and shoes, or groceries, by encouraging trustworthy and experienced fishermen, might find in this field openings for an extensive consumption of their goods; builders of boats and fishing vessels are equally interested in helping forward this great interest; while the commission merchant might readily secure himself for advances made. The great curse of the fisheries has been the speculator who throws himself into them without either capital or experience, who is given to financial "kiting," and is entirely dependent on outside support. Merchants, who wish to open accounts with parties engaged in the fisheries, can avoid these extra-hazardous gentlemen as readily as not, and only extend credit to such as really have something at stake in the industry. By adopting this course they would be doing a positive good to the fishing interest, and would, we believe, ultimately find this one of the safest and best channels of trade followed by our people. There is this to be said of the product of the fisheries,—that the supply, like the demand, is constant, never failing; and the industry has always repaid all *reasonable* risks assumed in its prosecution.

NEWFOUNDLAND.

The Island's Magnificent Steam Fishing Fleet, and How Old Fogy Predictions came to Grief—Revolution in the Seal Fishery—Departure of the Fleet—The Captains won't leave on Friday—The Bennet Government and its Record—Abundance of Promise but very small Performance.

[FROM THE TRIBUNE'S OWN CORRESPONDENT.]

ST. JOHN'S, NEWFOUNDLAND, March 2nd, 1872.

For the past week or ten days the business portion of our community has been actively employed in preparation for the annual sealing voyage. During the past eight or ten years the manner of prosecuting this enterprise has been completely revolutionized. Until a comparatively recent period, the fishery was carried on entirely by sailing vessels of small tonnage, large numbers of which were annually equipped and despatched from St. John's and the various outports. Though there has been no want of capital in Newfoundland, it was not until 1862 that it occurred to any one that steam could be profitably applied to the prosecution of this industry. But sluggish as we are in this country, we are at times pushed forward by the "march of ideas;" and in that year Messrs. Baine, Johnstone & Co., equipped and manned the steamship "Bloodhound" for the "ice-harvest" of Newfoundland. The innovation was, in accordance with a well-known principle of human nature, pooh-poohed by all

THE APOSTLES OF STAGNATION.

It was shown by the clearest *a priori* evidence, to the complete satisfaction of the venerable fogies, that the application of steam to this our staple industry must necessarily eventuate in the most heart-burning failures and defeats. We were told that, setting aside the greatly increased expense of the enterprise, a steamer would be subjected to all possible risks and dangers; that her fan would be injured in "running ice;" that the necessary heat which would attend the working of the engines would cause the fat to run, and a hundred other objections were raised; and it was urged that just in proportion to the magnificent success which was contemplated would be the disastrous failure which would ensue. A *porsori* these arguments seemed to carry great weight with them; but the practical working of the experiment was somewhat perplexing to the objectors. The fallacy, like the venerable argument against motion, was disproved *ambulando*, and shrewd and clear headed men of business began to see that in this case innovation meant improvement. Year by year the sailing vessels were driven from the field, and the "consekens of the manœuvre" (as Mr. Weller would say) has been that, for the present voyage, the outfit from St. John's consists of sixteen (16) steamers and only seven or eight sailing vessels. Of these steamers, four are new vessels built expressly for the sealing voyage, during the past year. In Harbour Grace a large number of sailing vessels are still annually fitted out, and three other steamers are despatched from thence. Concerning the

PROSPECTS OF THE FISHERY,

there is no one who can be presumptuous enough to speak with any aid of authority. It is stated that sealing masters are not altogether unperplexed by the peculiarities of this season. We have had an extraordinary prevalance of northerly winds, and even already there is a thick *cordon* of ice around our coast. The first of March has been for many years the recognized date for the departure of the sealing fleet. In former years it was a pleasing sight, after forcing one's way up the "steep ascent" of Signal Hill, to watch "the fleet of ice" taking its departure, with white sails gleaming in the sun, vessel after vessel making her way through the narrow passage which connects our Harbour with the broad Atlantic. But now *nous avons change tout cela;* and though there are still the crowds of hardy sealers upon the vessels' decks, and the huzzas of an excited multitude gathered upon the shore to catch the last glimpse of the departing ships; instead of a congregation of insignificant schooners and brigantines, our interest is centred in a gallant fleet of magnificent steamers. As, owing to some awkward arrangement of the calendar, by the in sane assignment of an extra day to February, the first of March this year fell upon a Friday, it was of course ridiculous to suppose that any right-minded master would sail upon that day. Some of them tried to shirk the awkwardness of the arrangement by sailing on the Thursday, but the majority of them have waited till to-day. For the next three weeks we shall settle down into comparative quiesence, not to say torpor. In the Rooms, "where merchants most do congregate," there will be occasional speculations as to the influence of the current weather upon the prospects of the Fishery; but society in general will content itself with the rinks, lectures, soirees, concerts, and the usual running accompaniments of *badinage*, scandal and Politics. The collective wisdom of the country is at present engaged, whether wittingly or unwittingly, in doing its best to

LEGISLATE US INTO CONFEDERATION.

In our House of Assembly the Anti-Confederate party numbers 22 members, while the Confederates, all told, can only muster 8. With so weak an Opposition it may readily be supposed that the Antis have pretty much of their own way. Except when the superior ability of the Opposition generously points out some flagrant blunder into which the Ministerial bunglers would conduct their blind followers, the Opposition never manages to get a trick. But if there is bad English to be corrected in a State paper, or if a glaring violation of law and decency is to be avoided, the Government party are not at all too proud to be corrected or advised by their opponents. It has been proverbially observed that the offspring of a certain personage to whom convention attributes a sonewhat sombre aspect are invariably attended with the good fortune of their parent. This proverbial philosophy is remarkably verified in the case of the present Ministry. The late Government, during its whole career, had to contend with

TERRIBLE OBSTACLES;

with bad fisheries and their concomitant pauperism, debt and short revenues. During one year the revenue was little over £90,000. For pauper relief there was an annual drain upon the Colony of nearly $120,000. In this crisis or rather just as the tide was turning and prosperity setting in; when the Government had set its face sternly against pauper relief and all its attendant abuses; and when it had stamped them out by a course of relentless resolution; when the Colony was wakening from its torpor of penury to the dawn of recurring prosperity, then came the question of Confederation. Popular clamour is easily aroused, and with buncombe watch words of "selling the country" and "the oppression of Canadian taxation," the present nondescript Government sneaked into power. Their platform was "retrenchment of expenditure and reduction of taxation." To meet the emergencies of our dark days, taxation had been increased. With loud professions of their intention to reduce it, the present party commenced their career.

UNEXAMPLED PROSPERITY

attended them. The fisheries, seal and cod, were extraordinarily productive. There was no cry of want in the land. Revenue flowed in upon them in a ceaseless torrent. Every year they have had between $800,000 and $900,000, and yet they have never attempted to reduce that taxation which was imposed to meet a dire necessity. From the Premier downwards (or rather upwards) they are all engaged in that engrossing and not unprofitable occupation, which is known to the initiated as "feathering one's nest."

"Sic vos non vobis vellera fertis, oves." To the philosophic spectator the study of this "nidal upholstery," as we may term it, is singularly interesting. But it deserves a disquisition which present space cannot afford us, and so we shall postpone it for a more fitting occasion.

THE QUEEN AT THE NATIONAL THANKSGIVING.

The Royal Family at St. Paul's.

It was with feelings of deep-seated emotion that the congregation witnessed the manner in which the Royal family advanced up the nave to the Queen's pew, which stretched along the whole width of the eastern end of the western nave. Her Majesty, it was seen, had his Royal Highness the Prince of Wales on her right, and gently leant upon his arm; whilst on her left was the Princess of Wales. His Royal Highness was, at the same time, leading by the hand his eldest son, Prince Albert Victor of Wales, and her Royal Highness, in like manner, held the hand of Prince George of Wales. It was a touching and an affecting incident in the day's proceedings, and we envy not the feelings of the man who could have viewed it unmoved. His Royal Highness was enabled to walk without the aid of a stick, though the lameness which his late sickness had left him was slightly apparent. He was thin and pale, but not more so, perhaps, than might have been expected when one recollects the suffering he has had to endure, and more than once during the service he seemed to be suffering from pain. In the Royal pew her Majesty's chair of state was placed in the centre, and on her right was ranged the the Prince of Wales, Prince Albert Victor, the Duke of Edinburgh, and Prince Arthur; and on her left, the Princess of Wales, Prince George of Wales, the Princess Beatrice, Prince Leopold, and the Duke of Cambridge.

The Queen was attired in a black corded silk dress, trimmed with miniver, and wore black and white feathers and white flowers in her bonnet; the Princess of Wales was in dark blue satin toilette, with a velvet poponoise of the same color, and blue velvet bonnet, and the Princess Beatrice in a mauve silk dress, trimmed with swan's down, and white hat, with mauve and white feathers; and all loyal hearts will throb with pleasure at the assurance that Her Majesty appeared in excellent health and cheerful spirits, and never looked better since the loss of the Prince Consort. The Prince of Wales wore the uniform of a General Officer in the British army, and the Duke of Cambridge a Field-Marshal's uniform, the Duke of Edinburgh the uniform of a captain in the navy, Prince Arthur the green uniform of the Rifle Brigade, and Prince Leopold a Highland costume. Surrounding the Royal pew were the Lord Chamberlain and other great officers of the household; and on the Royal family taking their respective places they all followed Her Majesty's example of offering up a short preliminary prayer in silence.

THE RETURN SCENE AT BUCKINGHAM PALACE.

The royal party, having exchanged courtesies with the distinguished hosts and guests at Apsley-house, passed under the Hyde-park arch, and entered Constitution-hill amid enthusiastic plaudits. These were continued until the open space was gained in front of Buckingham Palace. Here an assemblage of wonderful density renewed the greetings of the morning. The cheering did not cease even when the last carriage had passed under the archway of the Palace. And now occurred one of the most pleasant episodes in this ever-to be remembered day. The Princess of Wales appeared to wish to see the immense crowd, and came to one of the Palace windows. The act was observed, and the Princess being recognised the cheering was instantly renewed. The Queen, not content with coming to the window, opened it herself, and came out on the centre balcony, accompanied by the Princess. The cheering was tremendous, and it brought out the Prince of Wales, who took off his hat, and bowed with great *empressement*. The Royal party then retired after due courtesies, but the cheering was renewed, and her Majesty a second time presented herself on the balcony, and most graciously acknowledged this new outburst of loyalty. The band of the Horse Guards had left the Palace, every one supposing that the day's proceedings were at an end. Fortunately, the band of the Lancers had remained, and the Lieut.-Colonel who had witnessed the scene, rightly interpreting the popular feeling, gave the word for "God save the Queen." Nothing could be better timed, and the cheering was immense. Her Majesty and the Princess at length retired, leaving the Prince of Wales on the balcony alone. Here he remained for some time, the object of a popular demonstration altogether personal, and intensely gratifying by its warmth and sincerity. It was a fitting and spontaneous termination to the great National Thanksgiving celebration.

Society Gossip.----Facts and Oddities.

An astonishing rumor has recently prevailed in Virginia, the purport of it being that the Governor is about to appoint "four hundred Colonels of militia," which would give two or three dozen Colonels to every regiment. The *Petersburg Progress* says that of Colonels alone, in Virginia, regular and honorary, there cannot be less already than 10,000, including members of the Legislature, newspaper reporters, lawyers, sheriffs, and other public men.

The following sensation is chronicled by the Ottawa *Citizen*: Quite a sensation was caused in town this morning by a marriage under extraordinary circumstances. It appears that the bridegroom had paid his addresses for some time past to a young lady in town and succeeded, by promises of marriage, in accomplishing her ruin. The brother of the lady coming to a knowledge of the facts, procured an axe and this morning met the lover on Rideau street. Immediately collaring him, he threatened if he did not fulfil his promise and marry the young woman he would carve him on the spot. Under the terror of the moment the poor wretch had no power to resist, and was lugged off to a neighboring church, where the bride and a clergyman were in waiting. Before his surprise was ended he was fully attested as a full private in "the glorious army of martyrs." Married and done for. Verdict, Served him right.

Matrimony is not only the source of joys innumerable, but the occasion of many jokes. A particularly funny wedding occurred lately in Maryland. The bridegroom, at the last moment, lost courage, and appeared not, but he was soon hunted and dragged to the sacrifice. The bride then took a notion to be offended at his apparent reluctance, and refused to be joined in the holy bonds with such a coward. Thereupon he became all eagerness, and the influence of the minister and threats of the sheriff were brought into requisition to induce the lady to come to terms. She finally submitted, and the two were made one. They will get used to each other in time.

In noticing the head dresses at a recent party in Paris, a correspondent writes that "One handsome person entered with her hair piled so high and in such disorder, that she brought to mind the negresses in the mountains in Cuba, who carry purse, needles, pins, thimbles, scissors and jack-knife stuffed in their wool. Another had her hair so tightly drawn over a cushion that she seemed in imminent danger of falling over backward. What will the next fashion be, I wonder? One gentleman had his hair cut across his forehead like the princes of old."

A traveller in Polynesia concludes as follows a description of the women of Tahiti: The most bashful and coy never will pass you without a greeting, a glance of the eyes, and a slight gathering in of her dress with her elbows, to exhibit her buxom figure to full perfection. Or else, perhaps, she will come up coquettishly, and ask you for the loan of your cigar, take a few puffs at it, and hand it back again gracefully to the rather astonished owner, and then, with a parting compliment, which you most likely don't understand, let you go your way in peace—or not. The proper way to walk with your lady-love in Tahiti is as follows: You put your arm round her neck, and she hers around your waist, and hangs on your breast in a limpy, affectionate manner. It is as much *selon les regles* as walking arm-in-arm, and much prettier to look at.

THE IRON TRADE.

The Extraordinary advance maintained.—English Workshops Crowded with Orders.—No prospect of an early fall.

[From the London Engineer.]

In Cleveland, Engineers are very busy. There is a most pressing demand for marine engines. All the marine shops are full, and are likely to be in that desirable state until the end of the present year. Bridge builders are busier than they have been; locomotive builders have plenty of work, and those engineers whose speciality is the fitting up of ironworks are fully engaged.

Shipbuilding at all the yards on the north-east coast is in a highly satisfactory state. Not only are the yards full of vessels in various stages of progress, but the books contain orders which will keep the whole of the North of England builders hard at work this year. In addition to this, the inquiries for steamers of all classes are numerous, and the prices obtained are good.

The prices of iron are now quoted as follows:—No. 1, £4; No. 2, £3 17s. 6d.; No. 3, £3 15s.; No. 4, £3 14s.; M, £3 13s. 6d.; W, £3 13s.; refined metal, £4 7s. 6d.; manufactured iron; rails, £9 5s. to £9 10s; common bars, £9 15s. to £10 5s.; best, £10 5s. to £10 15s.; angle and bulb, £10 5s. to £10 15s.; sheets, £12 10s. to £12 15s.; ship plates, £12 to £12 5s.; boiler plates, £12 15s. to £13.

A Birmingham letter of the 20th ult. refers to

THE PREVAILING HIGH PRICES

and adds:—

A yet higher proportionate range in the quotations for finished iron may be looked for. In 1845, when pigs were £6 and £6 10s. bars were £12 a ton. They are at that price now, whilst pigs are at £5 10s. If, therefore, pigs should advance to £6 10s. it may be calculated that bars will go up to £13 10s. and £14. This is a pleasant prospect for the consumers of iron. If, however, bors should rise to that figure, they will not long remain at it, for every consumer is limiting his purchases to the smallest possible amount. The merchant will not buy a hundred weight at present prices if he has not first obtained an order for it. He will sell out his present stock, and will not order again till the quotations have begun to recede. Finished iron was very firm to-day, and singles sold more freely than last week at the high price of £14 a ton. Makers generally, however, are averse to book even on those terms.

Of

THE TRADE IN GLASGOW.

the same authority, the *Engineer*, says, under the same date:—

Prices have recovered their buoyancy and firmness in the Glasgow pig iron market. A large amount of business has been done since the date of my last report, and it is expected that quotations will continue to advance beyond the present market rates. At to-day's (Wednesday) market a few large transactions took place at 76s., one month, and 75s. 6d. cash, closing sellers at 75s. 3d. prompt cash, and buyers in a few days. No less than 5000 tons were taken out of warrant stores last week, making the total quantity sent out of store up to Saturday last fully 8000 tons. Shipments from Scotch ports still continue large, both to America and to the Continent. The local consumption is unabated, but anxiety is manifested lest the present agitation for the nine hours movement should cause a reaction.

LOCALS.

Looks like Spring.

The painting of the River Boats in Rodney slip.

Railway Panic.

The men who were hired to clear the Track on Western Extension cannot charge high enough prices. They agreed with the Employees of the road for $1 50 and now want $2.00 per day, causing considerable talk on the Carleton side.

The new Fire Engine.

The new Portland Steam Fire Engine will be tested this afternoon. It will leave No. 1, (Portland,) Engine House at half past two o'clock.

Professor Boulger.

It is reported (says the Fredericton "Reporter") that Professor Boulger is about to withdraw from the University, for reasons which are not yet made public.

Auction Sales.

Mr. C. U. Hanford sold at auction, at noon to day, on the Market Square, 20 barrels of Onions. They realized $1 per barrel. A few boxes of Lemons, also several barrels of Mackerel were offered but a sale could not be effected.

Messrs. Cudlip & unider offered at their warerooms, at 11 o'clock to-day, a quantity of boxes of Layer Raisins, Molassee, Sugars, Tea, White Lead, &c., at auction. The attendance being poor and the bidding slow, the sales effected were small.

Burnt Cork.

The Entertainments to be given by the Home Circle Minstrel Troupe on Monday and Tuesday evenings next, will probably draw good houses Except DuChallu's Lectures and the Dissolving Views at children's entertainments, we have had no "fun" this winter. The Institute Lectures, as a rule, were heavy affairs; the Temperance Lectures dealt with the serious side of things, which, by the way, can not be laughed out of sight; and now comes along the representatives of burnt cork and the clogs, with "new songs, new jokes, new burlesques" and the latest novelty in the shape of a cowbellownian. See adv't in THE TRIBUNE.

The Northern Star Minstrels.

Another local combination styling itself "The Northern Star Minstrel Troupe and Brass Band," has been organized in the city and will make its first appearance at the Mechanics' Institute on the evenings of Easter Monday and Tuesday. This Company is made up of a portion of the old Home Circle Minstrels and a few new stars.

Scarcely Fair.

The *Telegraph* this morning says:—

Surprise is expressed that the railroads east should not be opened up as well as those west. No pains or expense should be spared on the roads in Nova Scotia and New Brunswick, so many interests are involved in their being opened up as quickly as possible.

It is only justice to the officials of the railroads east to state that "no expense has been spared" to keep the roads to Shediac and to Amherst open. The men have been working day and night; and besides the regular employees, large crews of outsiders have been working at a half dozen or more points along the lines. But the difficulties have been of the most obstinate and extraordinary character, far exceeding those of any other piece of railroad in the Dominion that we have heard of. The fact is that the railway men have accomplished wonders.

Mr. Wedderburn's Speech.

As a specimen of pure classical oratory we have never heard the speech of Mr. Wedderburn, recently delivered on the motion of want of confidence, excelled on any occasion. At its conclusion both friends and opponents gathered around Mr. W. to congratulate him upon a speech which was not only creditable to himself, but one of which the whole province would be proud to boast as a specimen of New Brunswick eloquence and talent.—[Reporter.

Hard and Fast and Plenty of It.

This day twelve months ago the ice made a preliminary start in the River. It is now two feet thick, with every prospect of remaining until May; in fact some morbid folks fix its departure at July or August next, judging by the temperature this morning. The roads were nearly all bare at this time last year, now we have three feet on the level.—[Fredericton Reporter, 20th.

Woodstock Town Election.

The Town Election, on Monday last, passed off very quietly. L. P. Fisher, Esq., was re-elected Mayor without opposition, as was also Mr. Lindsay, Railway director. In King's Ward, the old Councillors, Messrs. Lynch and McDonald, were returned without opposition. J. T. Allan and Dr. S. Smith were opponents for the office of Assessor, and the latter was the fortunate man. In Queen's Ward there were three candidates for Councillors, Messrs. F. T. Bridges, Jas. Baker, and Geo. H. Connell—Messrs. Bridges and Baker elected. There was a contest for Assessor between Mr. Grover and Mr. McCormack the latter being elected. In Welington Ward, Messrs. P. McCaffery and H. Connell were returned Councillors unopposed. G. W. Vanwart, Assessor.—[Sentinel.

OYSTERS! OYSTERS! OYSTERS!—If you want oysters, call at Geo. Sparrow's, King street. By measure or any other way. *

Western Extension Trains.

The train from St. John arrived at M'Adam in good time yesterday and left for Bangor immediately after, but had not reached there at noon to day.

The train from Bangor yesterday only left Kingman at 11 this morning.

The train that left Fredericton yesterday morning at 8.30 arrived at Fredericton Junction at 3 p. m., the snow having drifted in very much. It returned at once for Fredericton, but did not reach there until 9.30 this morning.

The track is very much drifted in this morning, with strong winds prevailing.

A train left Carleton with freight and passengers for Fredericton this morning, and a train left Fredericton for St. John to day at 1 p. m.

A telegram from Bangor yesterday said: "Send no passengers to go West of M'Adam to-morrow; don't know when our train will reach there." No train left Bangor this morning.

Government Railways.

A train left Shediac yesterday, noon, for St. John, and when about one and a half miles from there had to be assisted back, wind was blowing so hard and snow drifting again. It left again this morning, and will probably arrive here this evening. Seventy men left before this train to shovel the track. The train which went to the assistance of the disabled train at Passekeag from Rothesay arrived at St. John yesterday at 5 p. m.

The Engines and Train that left Shediac on Tuesday, and got off the Track at Passekeag, arrived here last night at 9 30 p. m.

A Train was sent to Sussex last evening at 6 p. m, arriving there at 9.45 p. m., and left for St. John this moaning, arriving at 11 a. m., bringing three car loads of cattle. They reported that last night snow was drifting in so bad that a gang of men had to work all night to keep the road open.

A Train which left Amherst this morning, and Sackville at 11 a. m., will probably only get to Painsec this afternoon, as snow is drifting badly again.

The Train will leave for Sussex as usual this evening.

It is impossible to say when Freight Traffic will be resumed, in consequence of the great difficulty experienced in keeping the road open for Passenger Traffic alone, as at the present time a number of extra men have to be carried on the Trains to shovel places where snow drifts in again.

A Good Thing on the Ladies.

It is well understood (says the Fredericton *Reporter*) that great anxiety has been manifested for some days past by the ladies and gentlemen of Fredericton to hear Mr. Wedderburn in the Legislature. On Monday, when it was certainly known he would speak, every part of the House, and all the adjoining rooms, were literally packed, and even the Reporter's gallery was largely in the possession of the fair ones. Although Mr. W. was not to speak before three o'clock, one lady is known to have taken her lunch and a book to the House, and to have secured her seat as early as one o'clock. We refer to Mr. W.'s speech elsewhere. After the adjournment of the House, quite a large party of the ladies met him at the corner of the Public Grounds and congratulated him upon his great effort, and among other good things, this was "got off":

Young Lady.—"Oh, Mr. Wedderburn you have set all the ladies of Fredericton desperately in love with you on account of that magnificent speech."

"Ah," said Mr. W., raising his hat, "I am very sorry they waste so much sweetness on such desert air."

Governor Genish in the House of Assembly.

The Fredericton *Express* remarks:—

"Shortly after the adjournment of the House on the 16th, Governor Genish (we are not sure that we have spelled the gentleman's name correctly) entered the Legislative Halls. There were several members there who appointed a chairman and gave audience to his Excellency's speech, which was pronounced very good by those who heard it. Had we been aware that it would have taken place, we would have sent our stenographer. We were told that he informed the company that he had been at Hottawa and seen Peter Mitchell, that Hottawa was a very big place, with big buildings too big for the country. Seeing the Attorney General in his place, he said, that he too was a King, then pointing up to the portrait of George the Third, he said there was a King with a good heart, and intimated that if his audience were all like him they would do well. He said that he did not come there for charity, but that he wanted money for a school at Burnt Church. He also remarked that he used formerly to get £30 a year for the Indians, but that he had received none for several years and did not know what had become of it, but supposed that it had been lost. His Excellency (we suppose he has as much right to the term as other Governors) is the supreme authority among the Micmacs at Burnt Church, and is a very decent fellow. He is now under a contract to supply the Queen Hotel with trout which he catches through the ice at Tabusintac."

The School Act in Carleton County.

Says the *Sentinel*:—"Leaving out the town of Woodstock, we think it will be found that the several districts of Carleton, have this year, in their districts, voluntarily taxed themselves for school purposes little less than *twenty-five thousand dollars.*" Woodstock is good for several thousands more.

Messrs, Burrell, Johnson & Co., of Yarmouth, have contracted with Captain John Calhoun, of St. John, N. B., to manufacture for him a surface condensing engine for a freight steamer which is to ply in the Bay of Fandy. We understand they are to have the engine completed by the 1st of June.—[Yarmouth Herald.

Merchants' Exchange.

The following despatches were received at the Exchange to-day:—

Montreal, March 22nd.—Flour at Liverpool, 25s. a 26s. 6d.; Red Wheat, 10s. 1 9d. a 11s.

New York flour market firmer, Common to good Exchange State, $6.55 a $7.30.

Pork steady, $12.90 a $12 98 new.

Grain freights 6d.

Montreal flour market 5c. a 10c. better. Western State and Welland Canal Superfine, $5.75 a $5.80.

New York, March 22d.—Gold opened at 10⅛.

C. C. C. C.

DR. CUNNINGHAM'S CELEBRATED COUGH CURE is constantly curing the worst coughs. Cases of restored health, after blood spitting, are reported. But take it early and avoid danger. It is the best remedy for children.

mar 12 1m

THE LEGISLATURE.

[*Special Telegram to the Daily Tribune.*]

YESTERDAY'S PROCEEDINGS.

FREDERICTON, March 22.

Train from St. John yesterday morning arrived here this morning at nine o'clock, with a large number of passengers, who were on the Junction Road all night.

The road is drifted in again, but a Train leaves here at one o'clock to day for St. John.

The mails for Woodstock, Grand Falls and places up River are all carried by the Stage Line.

Doctor Alward leaves to day. He announces that he will be out as a Candidate for the Mayoralty.

Ryan introduced a Bill to revive the Act incorporating the Albert County Railway.

Willis a Bill to further amend the Act relating to the public debt of the City of St. John.

Maher a Bill to enable the Corporation of the City of St. John to purchase improvements on Public Lands in the Parish of Lancaster.

Wedderburn a Bill to amend the Act incorporating the Town of Portland.

House went into Committee on Bill to incorporate the St. Stephen Steam Power Company. Cyrus P. Lovejoy, Edward S. Smith and others are promoters of the Bill. The capital stock is $20,000, with power to increase to $40,000. The Corporation is for the manufacture of grain and lumber. Agreed to.

Crawford introduced a bill to incorporate the Hampton Hotel Company.

McPherson moved House into Committee on a bill relating to assessing, levying and collecting Taxes in Fredericton.

House is now in consideration of a bill to amend the law relating to jurisdiction of Justices in civil causes.

LEGISLATIVE COUNCIL.

In Legislative Council the following bills were agreed to:

Bill to incorporate the Grand Southern Railway; Bill to enable the School Trustees of Woodstock to hold certain property for School purposes; this bill is to enable the Trustees to purchase certain buildings from Rev. Mr. Glass and to issue debentures payable in fifteen years for payment of same. Bill to incorporate St. John Corresponding Committee of the Colonial and Continental Church Society: and Bill to incorporate Union Hall Company of Andover.

Fatal Accident.

Between 10 and 11 o'clock this morning, a number of carpenters and laborers employed on Messrs. Francis' new shoe factory, on Paradise Row, were at work moving a couple of steam leaches, (large vats in which the liquor for tanning purposes is made from the bark) from a platform on which they had been standing, across a pit about five feet deep, which had been dug in front of it. A plank had been placed from the platform over the pit, and one of the vats was being rolled over it, when it canted and fell into the pit crushing one of the carpenters, named Thos. Hutchinson, who was standing directly underneath, the top hoop, at the same time slipping down and striking him on the head, inflicting a severe wound. The men at once rushed to his assistance and raising the tub got him out. With the assistance of two of the men he walked down to the office in Messrs. Francis & Co.'s paper mill, where he fainted. The aid of Dr. Smith was at once procured, and brandy was administered, which speedily brought him to his senses, but he seemed to be suffering great agony. A sled was procured and a bed placed in it, and the unfortunate man was at once conveyed to his residence. Notwithstanding the exertions of the Doctor he died about an hour after his removal. Another of the workmen, who was standing in the pit alongside of Hutchinson, had a very narrow escape from being crushed against a steam pipe which stood in the centre and against which he leaned. The deceased has only been a resident of this city since the Fall, having come from the country. He leaves a wife and family of several children.

The tannery to which the vats belonged was owned by the late Solomon Hersey, and have not been in use for upwards of three years. Mr. Francis is extending the upper flat of his factory over the site of the old buildings, and the leaches were being moved for that purpose.

An inquest will be held on the body this afternoon at 3 o'clock, at the residence of the deceased.

Operations of the Crown Lands Office.

The Surveyor General's report for 1871 has just been received That officer says:

"During the year, three tracts of Land have, under the provisions of "The Act to facilitate the settlement of Crown Lands," been selected for settlement, and surveyed and laid off in one hundred acre lots, and are set apart for actual settlement, viz:

"'40,000 acres on Green River and Baker Brook, in the County of Victoria.

"'6,000 acres on Madawaska River, in the same County.

"'6,597 acres, east of Glassville, in the County of Carleton.

"By the returns which accompany the Report, it will be seen that the settlement of the Crown Lands, under the facilities granted by the above mentioned Act, is steadily progressing in most of the Counties in the Province, but more particularly in the County of Victoria; the fine settlement lands of this County fast becoming occupied chiefly by French Canadians, who prefer the freehold titles so easily obtainable under the facilities of this Act, to the lands obtainable in the Province of Quebec.

"The Receipts for 1871, as compared with those for 1870, are as follows:—

	1871.	1870.
Land sold at Public Auction,	$22,509 33	$8,186.70
Instalments on former Sales,	3,273 26	4,370.69
Land sold under the Labor Act,	767 75	438.13
Mileage on Timber Berths,	27,591.80	20,9.6.26
Stumpage on Lumber cut in trespass,	429.27	117.65
Contingencies,	773.68	481.22
Mines and Minerals,	1,186.57	1,467.65
	$56,623.65	$35,083.23
Increase,		$22,643.42."

The great increase is in sales of settlement lands to lumbermen. The Report is a bald, meagre affair, that might have been penned by any clerk in the Crown Lands Office. The arrangement for appropriating to the River du Loup Railway Company the larger part of the lands of York, Carleton and Victoria Counties, is not anywhere referred to.