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., APRIL 20, 1872.

Another Route for the Canal.

The Moncton *Times* alleges that a better route for a canal than *via* Bay Verte could have been secured, in which every requisite condition would be fully met, and at a considerable reduced cost. It refers to a route from Shediac to a point on the Petitcodiac river, which, it declares, has been surveyed by a competent engineer since the presentation of the Shediac memorial, and the results strongly corroborate the statements in that document. If this is so, the facts have been carefully concealed from the publiceye. Surveys, figures, statistics, arguments, etc, etc., are of little use in support of any public improvement, unless freely given to the world and employed to mould public sentiment, which in turn determines Government action. We have known instances where the very best causes have suffered disastrously through valuable facts bearing upon them having been stowed away in pigeon holes, instead of being given to the Press and incorporated in appeals to public opinion.

Up to the present time, the only route for the Canal known to the Dominion Parliament, or advocated in that body, or in the Press, is that of Bay Verte. The only route surveyed by Government is the Bay Verte. The one on which the public eye has been fixed was the Bay Verte. If other surveys have been made, the results should have been made public. Who was the Engineer? By whom was he employed? Under what circumstances, and with what staff was the survey accomplished, and when? What steps have been taken to place the claims of the new route before Parliament? The parties holding the information should not delay in giving it to the Press, that the people may learn and decide between the merits of rival routes, if such really exist. The construction of the Canal, and the expenditure of four millions of dollars, in the country between Shediac and Moncton, are solid advantages worth contending for.

A Clerical Champion Takes the Field.

From loyally defending the Queen, the Prince of Wales, the Crown Prince of Prussia, and the English and German Royal Households *en masse*, against all and sundry the malevolent accusations levelled at them, Rev. Mr. Caie has descended to defend the recent disgraceful "cowhide" event in a Portland Public School, and assail the Press in connexion therewith—and this in the face of the fact that Mr. Pugsley, ex-Councillor, Capitalist and Counsellor, had previously "worried" the papers and disposed of the whole case to his entire satisfaction. We don't believe Mr. Caie will have the same measure of success in advocating child-beating that he enjoyed in describing the interior life of the Royal household—the peace, purity, love and affection there found, and which should characterize all households,—not excluding the little circle of youths who are temporarily assigned to the care of village schoolmasters. There is something repulsive to our better feelings,—something opposed to the holy sentiment of justice and fair play, in defending such an outrage as that recently committed by an enraged and powerful teacher on the person of a lad who had been placed under his authority. Mr. Caie, indeed, admits that he has an interest in defending the teacher, as he had taken the responsibility of placing in this teacher's care "several boys who had been left in his hands by dying parents"; but with that the Public and the Press have very little to do. The Press, certainly, has no merely personal interest in the matter. It has taken the facts as sworn to by the teacher's own witnesses; it has found these horribly revolting; it has found public sentiment, and the interests of the School service condemning such discipline; it has almost unanimously pronounced against the repetition of such treatment; and *the Law* has made an example of the Teacher who violated its Statutes by the commission of a criminal offence. Nothing of all this can be obliterated by Mr. Caie's letter. It is not a question of Crawford *vs.* Kinsman, as a small Attorney would present it, that is in issue,—it is the qualification of teachers for their office,—the degree and kind of discipline to be used,—the rights of parents and children, as well as of teachers, and the well understood provisions of the country's laws that are at stake. But, besides, the Province has set out to improve its system of teaching, the character of its school buildings, the salaries of its teachers, and the general standing of the whole Educational structure. Hand and hand with these improvements must go the questions of internal discipline and teachers' qualifications, and neither priest nor pettifogger can do aught to turn the current of public opinion in regard thereto.

It so happens, however, in the present instance that the real offender against Mr. Crawford, if there is any, is the Criminal Law of the country, which has punished him for a grave offence. If Mr. Caie would do his friend a real service he would strive to wipe out the record of Justice Tapley's Court, for as long as that remains all attempts to arouse sympathy in the teacher's behalf will prove unavailing.

Mr. Amasa E. Killam
now in our City has several important Bridge Contracts on hand in this Province. These include the great bridge over the Petitcodiac River at Moncton, which is to cost about $33,000, and is to be finished in the fall. The bridge over the Big Buctouche has a span of 116 feet, another of 64 feet and several of 35 to 40 feet—the whole length of the bridge being 1,200 feet. It will cost about $8,000. The bridge across Newcastle Creek on the north side of Grand Lake is to cost about $1,600. These are all to be finished by Mr. Killam this fall.

Mr. Humphrey and the Orangemen.

[From the Moncton Times.]

THE TRIBUNE's dissatisfaction with the result of the Westmorland election is explained. It wanted a man to vote for the Orange Bill, and hence its anxiety to elect Chapman. The Orangemen, it appears, did not see the matter in the same light and so voted for Humphrey, and THE TRIBUNE is delighted to think that he and McQueen have cruelly deceived them. Oh, yes, the Orangemen should have voted for Chapman and secured the Bill.

The Orangemen, no doubt, are thinking that had they voted for Mr. Chapman they could have been no worse off in the matter of their Bill. They voted, however, to a man for Mr. Humphrey and they find him as great an enemy to their Bill as if he had been placed in the Legislature by the French element of Westmorland. The first men to start out canvassing for Mr. Humphrey were Orangemen. Among no class of electors did he receive such thorough and disinterested support as among the Orangemen. And the first persons to whom he gives the cold shoulder are the Orangemen! They asked no favor of him; they expected none from him. The request to the Legislature to be permitted to incorporate their Society was only for the commonest kind of fair play; they asked merely for a *right* granted ungrudgingly to every other Society. Their request was preferred modestly, as became loyal subjects who freely grant to others every privilege and right to which they are entitled, asking for themselves only the same measure of justice. And they had a right to calculate on Mr. Humphrey's support, that gentlemen having avowed himself favorable to treating all people alike before the law.

THE TRIBUNE is not at all "delighted" at the course pursued by Messrs. Humphrey and McQueen, since their action denotes a departure from the spirit of fair play, which is always to be regretted. It could not take "delight" in the thought that representatives "have decoived" large bodies of their supporters on this or any other measure. We shall however, indeed be delighted to know that these gentlemen have acted from principle, not from expediency or a desire to conciliate opponents at the sacrifice of the wishes and interests of tried friends.

A Jubilee Rehearsal.

Four Thousand Voices in Chorus.

The Boston Singers in Practice.

[Correspondence of the Evening Post.]

BOSTON, April 10, 1872.

Last night, armed with a card from Mr. Tourjee, Superintendent of the Peace Jubilee Chorus, we went to the Music Hall to attend a rehearsal of the great chorus, or rather that part of it known as the "Boston Chorus." We found the immense hall packed to suffocation. Floor, aisles, doorways, balconies and stage swarmed with gentlemen and ladies. We pushed through the crowd and found a place to stand on the stage, under the shadow of the organ, where we could see the whole house. It was a novel sight, presenting many points of interest and humor, and curious in both a musical and a social way. The two balconies on the right were occupied by the tenors. The basses extended from the stage along both the opposite balconies, and filled the end, crowding close upon the tenors. The stage and one-half the floor extending far back to the rear, and all the doorways, were filled by the sopranos, while the altos occupied all the available space left. By count there were one thousand singers in each part, four thousand in the whole choir.

CARL ZERRAHN.

On the edge of the platform stood one of Boston's "institutions," Carl Zerrahn. Next to Mr. Gilmore, the success of the Jubilee rests more on his shoulders than on that of any other man. He seems equal to the occasion. Tall, finely formed, with great arms that seem able to swing a baton to conduct a nation with an intense enthusiasm and energy, it is no wonder that choirs under him sing in spite of themselves. If there is anything in a timid little alto to be brought out it will come at his bidding. No matter how insignificant the singer, nor how far removed, each seems to think that the gesture of command is meant for her in particular, and when it comes sing she must.

There was a general buzz of talk and a murmur of confusion in the great company as we came in. A gentle rap on the music stand and an expectant hush filled the hall. With a pleasing German accent, in a voice that could be heard to the farthest reach of the place, the conductor announced the page, and said in his usual quaint fashion: "Tenors begin. Look at me, gentlemen; watch my sign."

MENDELSSOHN'S ST. PAUL—MUSICAL ROARS.

We examined the book and found it was a chorus from Mendelssohn's "St. Paul," beautiful, but exceeding difficult. With an absorbed attention almost amusing, the four thousand pair of eyes were fixed on the conductor—one bar from the piano, and in a sort of subdued musical roar, from a thousand tongues came the opening theme:

"See what love hath the Father."

The baton waved over the altos, and, like one voice, they began:

"See what love hath the Father."

A wide sweep of the baton round the hall, and the other parts came softly in a sort of suppressed thunder:

"See what love hath the Father bestowed on us in his goodness."

We could feel the carved case of the organ tremble, but could not hear it. Now each part alone, now in duet and trio rising, falling, swelling out abruptly, and sinking into a powerful "piano," if you can imagine such a thing, smoothly and correctly they sang it through to the end. Of course, in such a place the musical effect was not good. There was not space for the sound to develope. Where the whole hall is filled by the performers there is no room for true musical effect. At present this is of little consequence. This is only a rehearsal.

HANDEL—A PERILOUS EXPERIMENT.

When the next piece was announced we were alarmed. Handel's chorus, "All we like sheep." This seemed preposterous. The comfortable Boston assurance seemed to have overstepped its ability. The idea of producing such an elaborate fugue by a choir of twenty thousand! Will not the whole thing fall to pieces out of sheer unwieldiness? We shall see. Here are four of the twenty thousand. They managed to keep together in the involved and perplexing music.

The conductor commands attention, and with one sweep of his baton the many-voiced choir breaks out into that abrupt phrase:

"All we like sheep."

The winding roulades follow with a curious snap and ponderous accent, sounding as if one very large man was singing, and very much in earnest. Zerrahn's long arms are flung from side to side. At each movement of his seemingly magic wand the parts spring into life, and twist into various blended runs and roulades. The basses growl in ponderous thunder:

"We have turned."

The sopranos fling it back in a deafening shout. The tenors cry from the balconies, "We have turned," and all unite in one excited rush of music:

"We have turned every one to his own way."

Nervous tenors bob their heads to the time. A thousand bonneted faces turn up at us, and the basses lift up their voices and "shake things." We examine the roof and wonder if it is safe. The organ peals and roars overhead, and the unhappy being at the piano bangs away all unknown and with much perspiration. The only silent person is the conductor, with outstretched arm, guiding all and inspiring each with his own commanding will and enthusiasm. In an overpowering rush and crash the choir reaches the end. The baton is poised in air, and the last note is sustained with wonderful effect. It falls, and a startling silence ensues.

Now for the grand, mountainous climax. Slow, majestic and almost oppressive in its tremendous weight and solemnity, the basses take up the theme:

"And the Lord."

The baton sweeps over the sopranos. With an intense and single-minded unison they shout:

"And the Lord."

Suddenly the thousand tenors break forth with a crash:

"And the Lord."

Another sweep of the wand, and the altos seem to thrust a great wedge of sound into the bass, and it breaks up in an earthquake shock:

"And the Lord hath laid on Him the iniquity of us all."

A motion of the baton and like one singer the mass sink down to "piano," and the chorus is ended with a softness that is as peculiar as it is novel and effective. The conductor says aloud, "Good," and the lively buzz of conversation breaks out again.

TUBA MIRABILIS.

LOCALS.

The Steamer Trent
sailed this morning at half past seven o'clock.

The "City of St. John"
leaves for St. Andrews and St. Stephen tomorrow morning at 8 o'clock, returning she leaves St. Andrews on Monday morning.

Gaspereaux.
The gaspereaux season has opened, and the fish market which has been unusually bare for some time was plentifully supplied this morning with large fat ones. They sell for twenty five cents per dozen.

The Steamer M. A. Starr
which left this port for Yarmouth on Monday evening, lost her rudder while leaving the latter port for Halifax. It was speedily replaced and it is expected she will reach Halifax so as to allow her to arrive here by Wednesday or Thursday next, instead of Tuesday as originally intended.

Rails for the Inter-Colonial Railway.
The barks "Bel Stewart" and "Harmony," which arrived here this morning from Barrow, bring rails for the Inter Colonial Railway. The "Bel Stewart" made the passage in 30 days; she discharges at Lawton's Wharf. The "Harmony" will discharge at Robertson's Wharf; she was 40 days in coming across. Luke Stewart, Esq., attends to the interests of the "B. S." and Messrs. Scammell Bros. to the "H."

Nelson Street
appears to have become the general depository of empty barrels and ashes. The street is in a most filthy condition. The wonder to us is that the leading business men in that locality put up with such nuisances.

Banking Matters
have a hopeful look. The *Telegraph* says the charter for the Merchants' Bank is being got through the Commons; that for the Maritime Bank was introduced in the Commons yesterday. The Bank of New Brunswick, having decided to come under the Dominion Banking Act, may increase its capital at pleasure.

Fredericton to be exposed by Mr. Warwick.
The Fredericton *Reporter* has the following paragraph:—"Mr. Warwick, the gentleman who came to Fredericton in charge of the Sunday School Union Dissolving Views, came down heavily upon the citizens, because they declined to patronize his penny peep show. He threatened to expose them all in St. John." Did you ever!

Another Victory for the Paris Crew.
That large salmon, the first of the season, which was secured for the Victoria Hotel yesterday by Mr. Cregan, was captured by Samuel Hutton, one of the Champion Crew of the world, in the Navy Island wiers It weighed sixteen pounds and was sold for $9.60.

Entertainments this Evening.
The concert in aid of the "Home" tonight should attract a large audience. The singers will be among the best in the city, including Mrs. Perley, Mrs. Robinson, Mr. Lockhart and Mr. Stewart; with Miss Holden and Miss Clinch presiding at the piano, and a large and effective chorus of about thirty excellent singers. We published the programme last evening.

Bishop's Serenaders will delight the Carleton people to-night with a carnival of song and fun in the City Hall.

Shipping Notes.
The brigantino "James," owned by Mr. John Ryder, of Yarmouth, N. S., with coal from Halifax to Messrs. N. K. Clements & Co., which sunk in Yarmouth harbor on Thursday the 11th inst., was raised by Captain Benjamin Stanwood and floated about 100 feet, when the bow chain broke which caused the others to give way and the vessel again sunk in four fathoms of water. As she now lies right in the channel it would be well for Captains entering that port to be on the look out for her. Further efforts will be made by Mr. Stanwood to float her to a place where she can be discharged. His contract is for $1,200.

The City Cries Aloud
for purification. It feels itself to be exceeding dirty, and in need of thorough cleansing. Every alley says so; every street and square proclaim it. York Point lifts up its voice and Ben. Smith's alley re-echoes the wail. The crossings weep filthy tears, and ash heaps in all directions raise their dirty heads. Back-yards are choking with shame and grief. On all sides are to be seen ruck and rubbish, railing against our rulers. Where is the Health Board? Where the civic officials? Where are the Police who should report nuisances? Where are now the Doctors who predicted Pestilence? Let us have our City cleansed,—thoroughly cleansed! There yet remain independent electors who have received no consideration for their votes. And whitewash is very, very cheap.

A Disgusted Auditor
at the literary entertainment of the Young Men's Christian Association on Tuesday evening, writes complaining that certain indelicate allusions to female dress were made by one of the readers on the occasion. He names the obnoxious words, but we must decline to print them. "The remark," he says, "was received with laughter by some young men." That may be, as there is an amount of levity in the youth of the present age that would have astonished the Cromwellians or Puritans of long ago. These young men ought to be prayed for,—sure. We presume that the ladies marked their disapproval of the reader and those who laughed with him, by declining their escort that Tuesday night. The Association, no doubt, will take the matter up.

"Boys' Own" Lodge of Templars
gave an entertainment in Hamm's Building, Indiantown, last evening to a crowded house. There were numerous recitations by the junior members of the order—both male and female—besides speeches from Messrs. Robert A. Gregory and John Colman. At the request of the audience James E. Whitman, Esq., recited "The Building of the Ship" in an admirable manner and at the close was greeted with rounds of applause. The music furnished by the Choir of the Portland Baptist Church contributed largely to the evening's enjoyment. Mr. Pidgeon presided with his usual ability. There will be a similar entertainment in the same building on the fourth Thursday in May.

The Rockland Manufacturing Company
We referred some days ago to the Steam Tannery projected by Mr. R. A. Chapman, of Rockland, Westmorland Co., and others. The following are the parties incorporated:

R. A. Chapman, William Cochran, Rainsford Kinread, David Taylor, Alfred Taylor, David E. Taylor, Samuel W. Taylor, Joseph R Taylor, Charles Taylor, Joseph Newcomb, Thomas Taylor, H D. Chapman, Phares C. Dukeshire, John T. Allanack, Edmund Bishop, John W. Gunn, John Gunn, George T. Smith, D. H. Calhoun, J. W. Chapman, Vital Legere, of Rockland, and Gideon Palmer and Charles W. Chandler, of Dorchester.

The Local Government
has appointed thirty-two more Magistrates for Victoria County, including James Tibbits, M. P. P., Francis L. Tibbits, and Thomas F. Tibbits. There are, however, a few good men, such as Benjamin Beveridge, Junior. It is probably no objection to the appointment that in the same number of the *Gazette* one of the new Magistrates, a Frenchman, is announced as an insolvent. Isaac Gaunce is appointed a Land Commissioner and a Commissioner to solemnize marriage in Lorne, Victoria Co. William Keith and Dr. Brady are to be Coroners in King's County. Six more Magistrates are appointed for Queen's County, and the following for Kent County:—

Andrew Dunn, Robert Clark, Anthony Roach, R. Hutchinson, Joseph Bernard, Robert Douglass, Robert Main, Isaac W. Doherty, Eustache Melcancon, W. B Weldon, William Johnston, (Cocagne), and Vincent Baark, Esqrs., to be Justices of the Peace for the County of Kent.

Is that Bone Factory,
which tumbled the other day, at the foot of Queen St., to be set up again? We should hope not. It was an eye sore to the neighborhood; to put it mildly, it was a confounded nuisance. Its odors were otherwise than fragrant,—they were, in fact, the quintessence of all abominable smells,—the very condensation of villainous unpleasantnesses. The institution was dangerous to health, an injury to property, and a constant temptation to a breach of the peace. The proprietor ought to be persuaded to re-build the establishment somewhere out of town,—say in the vicinity of the Slaughter Houses, where the shanks of oxen are easy to be obtained and the surrounding odors are of a congenial character.

The Steamer New Brunswick
arrived at Eastport at ten minutes after 11 this morning. She is expected to arrive here about 5 o'clock.

Coal.
The schooner "Sophia Bowen," which arrived this morning from Halifax, brings a cargo of Old Mines Sydney Coal to J. Lloyd. She commences to discharge this afternoon; $8.50 per chaldron from the vessel is asked.

The cargo of the ship "Themis," which arrived last evening from Swansea, Wales, was purchased to-day by James Domville, Esq. R. P. McGivern & Co. will sell the coal. $9.00 per chaldron is asked. She will commence discharging to-morrow morning at the Custom House wharf. She brings 1050 tons.

Beware of the Locomotive.
The parties running the locomotive across Portland Bridge should not rush over without giving more warning than they do. This morning an old woman was driving her fiery steed along, drawing after it a milk wagon, when the engine came swiftly along, and the old woman, horse and milk wagon would have been swept up, if a young man hadn't stopped the horse by dexterously grasping the reins.

Auction Sales.
Mr. Hubbard offered at auction, at noon to-day, at Chubb's Corner, two dwelling houses, bake house, shops, &c., situate on King street, Carleton. The property was bought in for $900.

The Flora Myers Theatrical Troupe
re open in the Institute on Thursday night, and will receive a cordial welcome.

Preparing for Summer Driving.
Within the last few years the possession of a good class of turn outs, both in carriages and horses, has been much sought after in St. John, and the road to the three mile house is the arena of many "spurts" between the owners of fast horses. But to accomplish a high rate of speed the lumbering wagons of the old Loyalists have to be abandoned, and trifles light as air are the order of the day, neatness and durability however, being at all times duly considered in the construction of the modern vehicle.

PRICE AND SHAW'S STEAM CARRIAGE FACTORY
in the adjoining town of Portland now turns out almost everything in the carriage line formerly imported. It is only within a very few years that the Cabs so useful to the travelling public and so expensive to build have been manufactured in St. John or at this establishment. The whole force of the Factory is always busy at this season of the year, and at the present time there are in the factory twenty-five new carriages ready for delivery and between thirty-five and forty in course of construction. These include Phætons, Coaches, Carryalls, Buggies and light waggons of every other description, double and single seats, coal boxes and sunshades. Among the number being repainted is a stylish, close quartered carryall for a pair of horses of American build, belonging to Mr. T. Furlong. Mr. C. A. Robertson has purchased for the summer's addition to his stock nine carriages of different kinds. These have been delivered and are not included in the number above; they are principally light carriages and cost something like $2,000 for the lot. He has a $500 order also under way. Mr. J. B. Hamm has also been so far supplied from this Factory with five carriages for his "Model Stables," they averaged $200 each, and are all light wagons. A very pretty light sunshade carriage is also being built here for him. This style of carriage is increasing in favor every year. They are lightly constructed, and are exceedingly comfortable for dusty days in summer. Doctor Botsford is having built an elegant phæton. Mr. Richard Thompson, of the Sheffield House, is having a close quartered carryall made. A highly decorated travelling waggon is finished, and in all the glory of yellow paint and ornamental letters, will proclaim the glad tidings to the afflicted, that Perkins' Cramp, and Pain Alleviator and the Indian Herb Ointment will cure all pains. The horses, medicine, carriage and driver are all of New Brunswick origin.

Among the other costly carriages is a hearse for Mr. M. N. Powers, the finest and most costly ever introduced in the Province. It has oval glass sides and back, and when finished, will present a rich appearance. It will cost over a thousand dollars. Mr. M. Blackall has his handsome American barouche in the hands of the painters, and Mr. S. T. Golding also has a barouche and coach receiving paint. A double-seated beech wagon, for Golding's Livery Stable, Fredericton, is nearly completed. Three coach bodies, built by Price & Shaw, and which have been on runners all winter, are now being placed on wheels. There is a very handsome Clarence coach, belonging to Mr. C. A. Robertson, with the front completely of ground glass, highly figured and ornamented. A great many more carriages have been sent out of the factory already to different places in the City and Province. A large portion of the work done by steam power has been done outside of the establishment, the proprietors having had no steam power of their own until this season, when they purchased and have now running an engine of fifteen horse power. Forty five men and boys are employed in the various wood turning, trimming, blacksmith and painting shops. The value of last year's work at this factory amounted to the respectable sum of $50,000.

S. CROTHERS' FACTORY,
on Waterloo street, has now in stock a large number of carriages for the road. These have been built to the number of twenty during the winter, for sale. About forty more for sale are in course of construction, and will all be turned out of the various shops by July. In addition to this supply, Mr. Crothers has orders to the amount of four thousand dollars to fill for the present season. The description of carriages built at this establishment are phætons, sunshades, top buggies, road wagons, carryalls and Concord wagons. All the work is of light description, no coaches or heavy carriages being made at all. A road wagon, weighing only 205 lbs., made last season, proved such a success that two more have since been built. A basket phæton, also made here, proves very convenient for family use. This is a purely native waggon, not made at all in the United States. Mr. Crothers says that in the last few years the improvements in the style of work in our Province places us very little short of the best factories in American cities, and the prices obtained now are much larger than were in vogue ten years ago. In this factory there are thirty hands. No steam engine is used in the building; any steam power required is received from the factory of Mr. Myers, next door.

L. H. KIDD'S
carriage factory has not been in operation quite a year. The work done is principally repairing, though last winter some neatly constructed and handsome sleighs were turned out by him. He has several heavy baggage waggons building now. His factory is a three-story wooden building on Waterloo street directly opposite the establishment of Mr. Crothers. When properly started, which will be in a few months hence, he will carry on the business in all its branches. He employs seven men.

J. MASSON
carries on the carriage business at Fairville. The only new waggon finished to order on the premises at present is a neat looking, well built express waggon for D. Coll, soap manufacturer. Several carriages are being painted and put in order for the summer. Mr. Masson's business is principally in repairing.

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

Dominion Parliament.

Yesterday afternoon Blake introduced a bill to provide for the independence of the Senate, and for simultaneous polling. Hincks laid on the table the Treaty Correspondence. Pope said a bill would be introduced to amend the Patent Laws. Tupper said the system of storm signals would be extended. Cartier said it was not the intention of the Government to proceed with fortifications this year, but the policy of fortifications, being the result of agreement with the Imperial Government, could not be abandoned without their consent. Hincks said that correspondence had taken place with the Imperial Government with reference to the Fenian raid claims, but the Government had not presented any statement of the amount of those claims; also that there had been correspondence with respect to the abduction of the schooner *E. A Horton* by American citizens, which would be brought down if moved for.

Howe moved a resolution appropriating $45,000 a year for five years for Geological Surveys.

Jones moved for the correspondence respecting the Intercolonial Railroad Bridge over Miramichi River. In the course of the discussion, Walsh said a safe foundation for the Bridge had been found.

Returns were ordered of all papers relating to the Fisheries and appointment of the Joint High Commission, not yet brought down.

Sir John Macdonald said that it was not the intention of the Government to introduce any general law this session.

Cartwright a bill for better navigation of streams and rivers

In the Senate Hon. Mr. Mitchell stated that it is the intention of the Government to place the usual force on the Fishery grounds, and that the British vessels would co-operate with our cruisers in the matter.

Parliament adjourned at 5 P. M.

(BY TELEGRAPH TO THE EVENING PAPERS.)

OTTAWA, April 19.

The statement of allowances granted in the superannuation of employees in the Civil Service during the past year was submitted to the House yesterday.

Total payments to first April nearly $24,000.

Gratuities over $2,000.

Receipts from tax on salaries were $84,600.

Mitchell in Senate yesterday stated Government would send vessels as usual to protect Fisheries this season and a steamer would be started to the Mackerel Fisheries immediately for that purpose. Imperial cruisers would co-operate.

Members from British Columbia will give their Ottawa friends a grand ball here shortly.

Annual Report of Postmaster General shows 147,600 post cards have been issued to 31st December.

Issues of Money Orders in Maritime Provinces have increased from 989,295 in year 1868 to 1,521,118 in 1871.

Five hundred and thirty one Postmasters and Way Office keepers were appointed during the year, and 375 new mail contracts were entered into.

Revenue including all postage to June 30, 1871, as follows:—

Ontario and Quebec $923,708; New Brunswick $69,955; Nova Scotia $92,103.

Total expenditure for mail service: Ontario and Quebec $106.271. [This is evidently an error—but copy reads so. TELEGRAPH OPERATOR.] New Brunswick $109,968; Nova Scotia $144,766.

Mileage this year in excess of last three hundred thousand miles. Packet service with United Kingdom shows number letters carried during the year to be 1,341,626 letters; 1,406,723 newspapers; 26,994 books; 8,536 samples and patterns.

To and from United States 2,097,240 letters; 90,725 newspapers.

Allan receives for fortnightly packet service between Halifax and Queenstown £16,250 stg. per annum, Imperial Post Office contributing half cost.

Collections in Canada on paid letters to United States and letters received therefrom unpaid $187,898.

Registered letters from New Brunswick, 50,000. Total registered letters for four Provinces, 1,100,000. Postage on parcels in New Brunswick, $1,192. Total postage on parcels for four Provinces, $12,416.

Number dead letters in New Brunswick, 12,991. Total four Provinces, 335,508.

Money order offices in New Brunswick, 36. Total in four Provinces, 571.

Money orders issued in New Brunswick, $613,850. Total for four Provinces nearly three and three-quarter millions.

Aggregate deposits for six months ending 31st December last, $1,840,411.

In the Report, the returns from Ontario and Quebec are lumped together, no doubt to prevent unpleasant contrasts in the two Provinces.

Municipal returns for Ontario for 1869-70 show total assessed value real and personal property in that Province nearly $309,000,000.

The Superior Court
this morning delivered the following judgments:—

McGoldrick *vs.* Eastern Express Company; nonsuit ordered.

Dever *vs.* South Bay Boom Company; nonsuit ordered.

Miller *vs.* Weldon; notice all set aside except eleventh.

Ryan *vs.* Lockhart *et al*; appeal dismissed with costs.

Corporation St. John *vs.* Brown; appeal dismissed with costs.

Commercial Bank *vs.* Prince; appeal from County Court judgment reversed.

Further judgments will be delivered on Tuesday next.

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

Montreal, April 18.—Flour at Liverpool, 26s. a 27s. Red Wheat, 10s. 8d. a 11s.

New York Flour Market dull, without decided change; common to good Exchange State $6 95 a $7.65.

Pork steady, $13.25 a $13.37 new.

Grain freights 4½d.

Montreal flour market active—large sales superfines Spot and May delivering $6.

New York, April 19.—Gold opened at 111 1 8

Oysters
from the celebrated Porrier Beds, Shediac, the largest and fattest in the City at

H. BRENNAN'S Saloon,
apr 18—tf Charlotte street.

BY TELEGRAPH.

British and Foreign.

(*To the St. John Associated Press.*)

LONDON, April 18, midnight.

In the House of Commons to-night, through the active exertions of party whips the benches were well filled.

Exciting debates on the course of the Government at Geneva and on the ballot bill were expected, and the galleries were also crowded.

Both members and spectators were disappointed in the first case, as an attempt to draw Gladstone out on the Alabama claims failed.

Hon. Mr. Wyndham, the member for West Cumberland asked the Government why the British counter case was presented at Geneva without a condition that the claim for indirect damages should be withdrawn by the American Government.

Mr. Gladstone simply replied that he doubted the policy of answering the question while the Government was waiting for a note from the American Government which will probably form an epoch in this affair.

The House subsequently went into Committee of the whole on the Ballot Bill.

An amendment offered by the Government punishing voters for openly displaying their ballots at the polls, was defeated after a long discussion, 274 to 246.

The announcement of the result was received with cheers from the Tory benches.

Queen visits Napoleon at Chiselhurst to-morrow.

PARIS, April 18.

The *Constitutionnel* positively contradicts a statement made by the London *Telegraph*, that serious differences have arisen between France and Germany.

NEW YORK, April 18.

Gold closed at 111½.

Consols 92⅝; 5 20's 1862, 90½; 10 40's 89½.

In Paris—rentes 55f. 30c.

Replevin Case.
The Sheriff's Jury in the case of Firth *vs* Tapley this morning, for possession of a cargo of coal decided in favor of Tapley. It was a contest as to the ownership of a cargo of Joggins coal. C. W. Weldon, Esq., for Capt. Firth; J. Travis, Esq., for Mr. Tapley.

City Police Court.
John Cameron, 45, brought to the Station for protection; let go.

Daniel Brown, 70 years of age, came to the station for protection. He is a confirmed old vagrant, and is known as the "Doctor Brown." He wanted to go out to Black River to die, but the Magistrate thought he could shuffle off this mortal coil as well in the Alms House. He was sent there for three months.

Two cases of fast driving by cartmen on the North Wharf were undisposed of.

Portland Police Court.
Thomas Morrison, drunk; fined $4.

E. Sweeny, drunk; fined $4.

James Logue, drunk; fined $4.

William Monahan, drunk; fined $4.

Thomas Clarke, ("Nobby") riotous and disorderly conduct and disturbing the peace, Thursday; fined $8 or 2 months P. P.

Mary Anne Clarke, disorderly and riotous, wife of "Nobby;" fined $8 or 2 months, P. P.

W. B. Hazlett, drunk and disorderly; fined $4.

Hugh Hutchison, drunk, an old toper; fined $8.

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FEED SEWING MACHINE

The only Machine that will make

FOUR KINDS OF STITCH.

The Subscriber would respectfully state that he has the

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FOR THE DIFFERENT KINDS OF WORK.

He also keeps two mechanics, constantly, in the St. John Office, for

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All kinds of Sewing Machines,

which is an advantage, as parties buying from Agents cannot get Machines properly repaired, unless they are sent to the manufacturer, which may be at a great distance.

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apr 11 1m Sole Agent for New Brunswick.

Ship's Water Tank

FOR SALE.

A SHIP'S IRON TANK, 16¼ ft. long, 3 ft. 8 by 3 ft. 6. May be seen on Lawton's wharf. Apply to

WATTERS & McLAUCHLAN,
ap 16 3i Water street.

AT LAST

Robertson's Grammar!

WORMELL'S Solid and Spherical Geometry; Curtis' Chronological Outline of English History have been received this day.

Now in Stock:

All the NEW SCHOOL BOOKS that are ready.

T. H. HALL,
apr 12 Cor. King and Germain streets.

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THE Subscribers have for sale TWO SPRUCE MASTS, suitable for a vessel of 100 to 120 tons. Will be sold low.

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