

BUSINESS NOTICE.
The **Trustee** Counting Room is the northern half of the **Office**, Mr. George Phillips, Broker, Prince William street. It is centrally situated, being near the City Hall, the **Bank**, **News**, **Com. Ex.** Office, **Club's** Corner and the **Ferry** landing. Advertisements for the **Trustee** should be left at the Counting Room before 11 a. m.

The Daily Tribune.

ST. JOHN, N. B., APRIL 30, 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 public. Surveys, figures, statistics, arguments, 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 when the very best means have been suggested, but have been so far from being given to the world as to be lost, and have been so far from being given to the world as to be lost, and have been so far from being given to the world as to be lost.

Up to the present time, the only route for the Canal known to the Dominion Parliament, or advanced in that body, or in the Press, is that of **Bay Verte**. The only route surveyed by the 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 parties 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 Emperor of Germany, the **Royal Household** has passed, against all and sundry the malevolent accusations levelled at them, **Rev. Mr. Caie** has descended to defend the recent disgraceful "owls" which were in a **Portland Public School**, and assailed the Press in connection therewith—and this in the face of the fact that **Mr. Pagaley**, ex-Councillor, **Capitalist** and **Councillor**, had previously "wounded" the papers and disposed of the whole case to his entire satisfaction. We do not 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, 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 engaged and powerful member of the party, and who had been placed under the authority of **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 those 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 the 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 petitioner can do right 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 Taylor's Court, for as long as that remains at large it tempts to approve sympathy in the teacher's behalf will prove unavailing.

Mr. Amos E. Killam 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 \$25,000, 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 1,400 feet. It will cost about \$8,000. The bridge across **Newcastle Creek** on the **Acadia** side of **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 **Trustee's** dissatisfaction with the result of the **Westminster** election is explained. It wanted a man to vote for the **Orange Bill**, and hence its anxiety to elect **Mr. Humphrey**. It appears, did not see the matter in the same light as we do. **Mr. Humphrey**, and **Mr. Caie** were cruelly deceived then. 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 **Westminster**. The first man 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 names to whom he offered the gold 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 gentleman having avowed himself favorable to treating all people alike before the law.

The **Trustee** is not at all "delighted" at the course pursued by **Messrs. Humphrey** and **McQueen**, since their action does not depart from the spirit of fair play, which is always to be regretted. It could not take "delight" in the thought that representatives "have deceived" large bodies of their supporters on this or any other measure. We should, however, 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 their 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. Gaspar**, 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 hall mess 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 social way. What a host of people, and how many of them! The right was 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 of the floor, and the space between the organ and the doorways, were filled by the soprano, while the alto occupied the available space left. By count there were one thousand singers in each part, four thousand in the whole choir.

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 to be regretted that he is not a singer in spite of himself. If there is anything in 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 main 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."
MENZELSON'S ST. PAUL—MUSICAL BOARDS.
We examined the book and found it was a chorus from **Mendelssohn's "St. Paul"**, beautiful, but exceeding difficult. With an absorbed attention almost amazing, the four thousand pair of eyes were fixed on the conductor—one bar from the piano, and in a sort of subdued musical rant, from a thousand tongues came the opening theme:
"See what love hath the Father."
The baton waved over the alto, 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, and abruptly 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 is not to be sought. Where the whole hall is filled by the performers there is no room for all present effects. At present this is of little consequence. This is only a rehearsal.

LANDSLIDE—A FEARFUL EXPERIMENT.
When the next piece was announced we were alarmed. **Händel's** chorus, "All we like sheep," this was a preposterous. The **constable** Boston audience seemed to have overstepped its ability. The idea of producing such an enormous force of 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 roudelles follow with a curious snap and pensive sound, swelling 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 grow in ponderous thunder:
"We have turned."
The soprano fling it back in a defiant 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 bonnets flash turn up at us, and the basses "shake their heads."
"We examine the road and wonder if it is safe. The organ peals and rattle overhead, and the whirring being the piano brings away all unknown and with much perspiration. The only silent person in the conductor, with outstretched arms, guiding all and inspiring each with his own commanding will and enthusiasm.
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 soprano. 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 alto and tenors sing a grand chorus of thanksgiving, and it breaks up in an earth-quake shock:
"The Lord hath laid on Him the iniquity of us all."
A motion of the baton and like a singer the mass sing out in a grand chorus, 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. **Mina Minnanti.**

The City Cries A-loud.

For purification. It feels itself to be soiling dirty, and in need of thorough cleansing. Every alley says so; every street and square proclaims it. York Point lies up its voice and **Ben. Smith's** alley re-echoes the wail. The crossings weep, and the dirt roads in all directions bewail the owners of fast horses. But to the wagers of the old Loyalists have been abandoned, and trilled light as air are all 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 GARRIAGE 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 Phaetons, Coaches, Carrys, Buggies and light waggons of every other description, double and single seat, coal boxes and sunshades. Among the number being repaired is a stylish close quartered carryall for a pair of horses of American build, belonging to **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 stable," they average \$200 each, and are all light waggons. A very pretty light shade carriage is also being built here for him. This style of carriage is increasing in favor every year, and are exceedingly comfortable for dusty days in summer. **Doctor Botsford** is having built an elegant phaeton. **Mr. Richard Thompson**, of the **Sheffield House**, is having a close quartered travelling wagon 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** will cure all pains. The horses, medicine, carriage and driver are all of **New Brunswick** origin.

Among the other costly carriages is a horse for **Mr. M. N. Povey**, the finest and most costly ever introduced in the Province. It has all glass sides and black, and when finished, will present a rich appearance. It will cost over a thousand dollars. A highly decorated carriage is also being built here for **Mr. C. A. Robertson**, and is a barouche and coach receiving patent. A double-seated best wagon, for gold mining, is being built by **Gold**, **Clarence** and **Shaw**, which have been on numerous winter, are now being placed on wheels. There is a very handsome carriage, belonging to **Mr. C. A. Robertson**, and is a 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 no steam power of their own until this season, when they purchased and have now running an engine of fifteen horse power. **Forty** 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 \$40,000.

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.

Gaspar's.

The fish market 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**, and she is expected to be in the harbor on Thursday next, instead of Wednesday as originally intended.

Balls for the Inter-Colonial Railway.

The **Maritime Bank** has introduced in **Halifax** so as to allow her to arrive here by Wednesday or Thursday next, instead of Tuesday as originally intended. Balls for the Inter-Colonial Railway. The "Bel Stewart" made the passage in 30 days; she discharges and all the doorways, were filled by the soprano, while the alto occupied the available space left. By count there were one thousand singers in each part, four thousand in the whole choir.

Banking Matters.

The **Telegraph** says the charter for the **Merchants' Bank** is being got through the Commons; that for the **Maritime Bank** is also being got through 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 opened 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 our city," says 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** waters, weighing sixteen pounds and was sold for \$9.90.

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 Holland** and **Miss Clinch** presiding at the piano, and a large and effective chorus of about thirty excellent singers. We published the programme last evening.

Shipping Notes.

The brigantine "James," owned by **Mr. John Ryder**, of **Yarmouth**, N. S., with coal from **Halifax** to **Messrs. N. K. Clements & Co.**, which sank in **Yarmouth harbor** on Thursday the 11th inst., was raised by **Captain Benjamin Stanwood** and **Blackett** about 100 feet, when the bow chain block 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.

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 "spurs" between the owners of fast horses. But to the wagers of the old Loyalists have been abandoned, and trilled light as air are all order of the day. neatness and durability however, being at all times duly considered in the construction of the modern vehicle.

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THE BUCKLAND MANUFACTURING COMPANY.

We referred some days ago to the **Stann Tannery** projected by **Mr. R. A. Chapman**, of **Rockland**, **Westmorland** Co., and others.

The following are the parties incorporated: **R. A. Chapman**, **William Cochran**, **Rainford Kinnaird**, **David Taylor**, **Alfred Taylor**, **David R. Taylor**, **Samuel Taylor**, **Joseph Taylor**, **Charles Taylor**, **Joseph N. Campbell**, **Thomas Taylor**, **H. D. Chapman**, **Plares**, **Robert A. Gregory**, **John Coleman**, **James Bishop**, **John W. Gunn**, **John Gunn**, **George T. Smith**, **D. H. Colthoun**, **Wm. C. Chapman**, **John W. Gunn**, **John W. Gunn**, and **Gideon Palmer** and **Charles W. Chandler**, of **Dorchester**.

The Local Government.

The following are the new 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 Gannon** is appointed a **Commissioner** and a **Commissioner** in **Lorne**, **Victoria Co.** **William Keith** and **Dr. Brady** are to be **Coroners** in **King's County**. **Six more Magistrates** are appointed for **Queens County**, and the following for **King County**:

Andrew Dunn, **Robert Clark**, **Anthony Roach**, **R. Hutchinson**, **Joseph Bernard**, **Robert Jones**, **Isaac W. Leas**, **W. Doherty**, **Estache Malcomson**, **W. B. Vohlan**, **William Johnston**, **(Gungne)**, and **Wm. J. Jones**, to be **Judges** 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 compound nuisance. Its odors were other-wise than fragrant,—they were, in fact, the most offensive of any establishment in the very condensation of villainous unpleasantness. 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 punished to rebuild the establishment somewhere out of town,—say in the vicinity of the **Slaughter House**, where the stinks 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 Quayside, and \$9.00 per chaldron in bulk.

The cargo of the ship "Themis."

which arrived last evening from **Swanes, Wales**, was purchased to day by **James Donville**, Esq. **J. P. Melville & 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 they 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 and milk wagon went down. The old woman, who had not been swept off by dextrously grasping the reins.

Auction Sales.

Mr. Hubbard offered at auction, at noon to-day, at **Club's** Corner, two dwelling houses, built in the shops, &c., situate on **King street**, **Carlton**. The property was bought for \$900.

The Flora Myers Theatrical Troupe.

will open in the Institute on Thursday night, and will receive a cordial welcome.

Dominion Parliament.

Yesterday afternoon **Blake** introduced a bill to provide for the independence of the Senate, and for simultaneous polling. **Hinks** laid on the table the **Treaty** Correspondence. **Pope** said a bill would be introduced to amend the **Patent Laws**. **Tepper** 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. **Hinks** 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.

How moved?

How moved? A resolution appropriating \$24,000 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. **Retains** were ordered of all papers relating to a bill for better navigation of streams and rivers.

Mr. Mitchell's Motion.

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.)

OTAWA, 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 \$3,000. Receipts from tax on salaries were \$84,000.

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 Province have increased from 989,395 in year 1868 to 1,931,118 in 1871.

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

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

Ontario and Quebec \$923,708; Nova Scotia \$92,103. Total expenditure for mail service: Ontario and Quebec \$107,371. [This is a large error—but copy reads so. **TRANS** (GRAND OPERATOR.) **New Brunswick** \$109,965; **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 1,311,606 letters; 1,406,723 newspapers; 29,904 books; 9,534 samples and patterns.

To and from United States 2,097,940 letters; 90,725 newspapers.

Alma receives for fortnightly packet service between Halifax and Queenstown £10,359 per annum, Imperial Post Office contributing half cost.

Collection in Canada on paid letters to United States and letters received there from unpaid \$187,893.

Registered letters from New Brunswick, 50,600. Total registered letters for four Provinces, 1,100,000. Postage on parcels in New Brunswick, \$1,162. Total postage on parcels for four Provinces, \$12,416.

Number dead letters in New Brunswick, 19,991. One for four Provinces, 335,508.

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

Money orders issued in New Brunswick, \$613,500. 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 \$300,000,000.

The Superior Court this morning delivered the following judgments:—

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

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

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

Evan 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.

SILKS! SILKS!

MAONESTER, ROBERTSON & ALLISON

1850 to announce that they have received, and are now showing...

People's Laundry

THE ABOVE LAUNDRY is now open, and the subscribers are prepared to...

DR. HOLLOWAY'S COMPOUND

Wild Cherry Bitters, AN EXCELLENT TONIC.

HANINGTON BROS APOTHECARIES

MARRIED.

At the Cathedral, on the 16th inst, by the Rev. M. Michael, Mr. J. COCKER...

DIED.

At Sussex, King's County, after a short and severe illness, SARAH JANE...

SHIPPING INTELLIGENCE.

PORT OF SAINT JOHN.

ARRIVED.

THURSDAY, April 18th—Ship "Camille", Halifax, 40 days, A. Lockhart, com.

DEPARTURE.

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Scotch Malt Whiskies.

Campbellton, GLEMLIVIT, Tennish

At Whampoa, Feb 10, ship "Agra", Miller, for New York...

New Advertisements.

Mechanics' Institute.

SATURDAY, April 20.

ONE NIGHT MORE.

Glorious Reception and Immense Success of

BISHOP'S SERENADERS!

BRASS BAND.

In an entire change of programme.

Flora Myers' Theatre.

Mechanics' Institute.

THURSDAY EVENING, APRIL 23.

ARRA-N-A-POGUE.

THE CONTRABAND!

PRICE OF SEATS.

NOTICE.

After let may I will remove my office from No. 102 Prince William Street...

CRUSHED SUGAR.

House and Sign Painting.

FANCY SIGN PAINTING.

75,000 HAVANA SEGARS.

COAL.

620 TONS best Welsh Anthracite STEAM COAL.

Freight Wanted for Halifax.

NEW MUSIC.

JOLLY BROTHERS' GALOP, Duet and Solo.

Lordly, Howe & Co., MANUFACTURERS OF HOUSEHOLD, SHIP AND OFFICE FURNITURE.

REDDRESS SUITES, in Walnut, Battenberg, Bird's Eye Maple, and Pine, painted, CARLSON'S PRICES, in Hair Cloth, Red, Terr. Ac.

BEDESTALS, in great variety.

WOODS' PATENT CHAIRS and ROCKING CHAIRS.

HAIR, FLOCK and EXCELSIOR MATTRASSES, FEATHERS, &c.

WAREHOUSES—52 GERMAIN STREET.

Public Notice.

MAILS for Antwanton will close at this office daily, until further notice, at 7 o'clock, P.M.

Public Notice.

MAILS for the West India, British and Foreign, will be despatched from this office, on the 18th inst.

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COLONIAL BOOK STORE.

NEW STORE. NEW STOCK.

BOOKS OF HISTORY, TRAVEL, THEOLOGY and SCIENCE.

NEW GOODS.

WHITE COTTONS.

GREY COTTONS.

LAURILLIARD & SON, AGENTS FOR Hallet, Davis & Co's, and Hallet & Cumston's Celebrated Pianofortes, and GEO. WOOD & CO'S SUPERIOR CABINET ORGANS.

Musical Instruments.

JUST RECEIVED—A large lot of CONCERT VIOLINS, VIOLAS, VIOLONS, and MUSICAL INSTRUMENTS.

Crushed Sugar.

CURRENTS!

25 Barrels Best Crushed Sugar.

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