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REEFERS, OVER COATS, HOOD COATS, HATS, CAPS, PANTS & VESTS. With a large variety of Goods suitable for the Woods, AT THE LOWEST LIVING PRICES. EVERITT & BUTLER, Wholesale Warerooms, 55 and 57 King Street.

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MACHINES SOLD Weekly Investments! Satisfaction Guaranteed or Money Refunded.

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WILLIAM DUNLOP, Flour, Groceries & Liquors, No. 40 CHARLOTTE STREET, St. John, N. B.

159 Union Street, GEORGE MURDOCK, Harness Maker.

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ROBERT J. LEONARD, Ship Broker & Commission Merchant.

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Mahoney's Livery Stables, GERMAIN STREET, (Nearly Opposite Trinity Church).

THE Subscriber has removed his Livery Stable from the Water House to the above locality, where he is prepared to furnish HORSES, CARRIAGES, &c. at all reasonable rates. Also in attendance at all times. WILLIAM MARYON, Proprietor.

THE SOUTH BAY TRAGEDY.

The Coroner's Inquest.

(Continuation of Conductor Appley's Testimony.) I think I was 7 minutes ahead of the regular train when it arrived at Westfield; I did not leave any of the stations between Madam and Westfield ahead of time to my knowledge; I was one minute late leaving there. At Harvey station the station master has full control and ordered me to leave there; at Fredericton Junction Station Master was ahead, and driver said time was not up, and Station Master admitted it, and at Westford Station 1 and Station Master compared time last Saturday about half-past two, but I think they did not agree. There was a difference of 24 minutes between myself and deceased. Some times I think the Station Master at Westford regulates the time by his private watch, and at others by the Railway clock. I think we were a little behind time leaving Westford. I left there by the Station Master's orders on special freight train instructions—"the special freight train must not run faster than the time given." In my opinion this does not apply to time of arrival. Time lost must only be made up gradually on the whole distance to be run and would check the driver if I saw him driving at a reckless rate. Would call 35 or 40 miles a reckless rate. I would not violate instructions by being ahead of time so as to have 15 or 20 minutes surplus time at a station and would check the driver if I thought he was making such surplus time. I have other instructions (produced) and have complied with such instructions as far as possible.

The evidence taken thus far in the inquest on the victims of the Saturday evening tragedy on the E. & N. A. Railway shows conclusively that it was not by the violation of G.O. but by the carelessness and recklessness of man that that tragedy occurred. We cannot escape this conviction, nor do we think it possible for any one to read the evidence and escape it. There was no landslide, no burned bridge, no broken rail, not one of the hundred causes of an accident. It was an unmitigated case of human stupidity and recklessness. We shall not presume to anticipate the verdict of the jury by naming the parties who are more immediately responsible for the calamity; but do not hesitate to say that it was difficult for any of these concerned to escape from a portion of blame. One of the most startling revelations of the inquest is the degree of uncertainty among the railway employees as to who is responsible for the starting of trains, as to whose watch was right, and as to whether the time on the table refers to the arrival or the departure of trains. If this established, that the station master is responsible for the proper starting of a train, and that he is a greater speed than is customary, and that he is justly paid responsible for the calamity, although there were other causes that contributed to it. It seems to be established beyond doubt that the engineer who met with so tragic a fate was driving his engine at a greater speed than is customary in crossing a bridge and approaching a blind cutting. The brave man in which Angus Murray clung to his lever in the very jaws of death shows how true a man perished so terribly. The fireman, Edward Sheehan, died at the brake, vainly trying to check the train that was rushing to destruction. Thousands of disasters might have been averted by equal fidelity and courage, but they did not avail in this instance. The speed was too great, and the danger too near. The engine of the Wm. Parks, Daniel McDonald, also risked death in a vain attempt to get his train out of the danger that threatened. In doing so he did his duty nobly. He is a hero.

The evidence establishes the fact that the disaster occurred at twenty minutes past three, five minutes after the time that the freight train should have left a station seven miles away. The freight train, therefore, was ahead of time. Who is responsible—the living or the dead, the employees or the management? This is for the jury to determine from the evidence adduced. The calamity teaches in lessons of blood and tears the necessity for the most exact regulations and severe discipline. A railway is a vast machine, every part of which must be worked exactly in accordance with an intelligent plan. Death and destruction are the fruits of disobedience of orders or lack of them. The movement of trains should be regulated by a central authority as omnipotent and as quickly obeyed as that of the sun in the solar system. Even then death and disaster will sometimes be caused by the interposition of evil persons or the giving way of some part of the great machinery of the railway system. These occur, and no one is blamed for them; but by far the greater number of railway disasters are the result of violation of laws of orders, and the South Bay tragedy is one of these.

At Worcester, Mass., Theophilus Trombly and Peter Roberts, both of East Douglas, were arrested Friday for hiring a negro named George G. Monroe to commit an assault with intent to kill upon State Constable Fletcher, of Whitesville. They were arraigned and held in \$30,000 bail each for examination. The negro is also under \$30,000 bail. Fletcher is rapidly recovering from the injuries.

Jerrel M. Ross, trackmaster, stated—On Saturday was on the regular train coming from Bangor. I am trackmaster on the division between Carleton and St. Croix river, and I direct the construction train what I require done. The last order I gave was on Tuesday, to clean out the rock cuttings between Carleton and Westfield. They were at work on Saturday. In the Spring when the train came under my control, I notified Mr. Taylor to keep clear of all regular trains and reach the next regular station, 15 minutes before their arriving time. I had my orders from the manager, I would give a mail train longer time than a freight train. From the time that I got away I would be in the Fairville yard at half past three. I had sections men all along as far as Westfield and from there as far as Fairville. As a rule I was employed with this train every day, and it was known that day that I was up the line. I had been no further than Westfield on Saturday. If the train had not been at the time mentioned and arrived at 3.22 it would be at the rate of 7 miles in five minutes, and allowing the clock at Westfield to be two minutes and a half slow the rate would be a mile a minute. I considered my watch with the manager's clock that evening and my watch was exactly right. Appley's watch was 2 minutes fast. I never ran a mile a minute and the manager would not allow it. I was good on all the regular runs, five or ten cars, the train with reversed engine and two brakes should not run more than 300 feet. When I first saw the freight train it must have been 300 feet away. When it first was in sight it must have been going at least 40 miles an hour. It may have been 25. A conductor is supposed to slow his train on a down grade or curve. I do not know the regular time of that train to make, and can only judge by knowing they have only eight hours to make 86 miles. If the rails had been dry on Saturday I think I could have got clear of the freight train. When I saw the signal light, I took my orders from trackmaster Ross in regard to where to work. My orders as to time, etc., were from Manager McLeod. I was working about 200 yards this side of the pond on Thursday. It was 15 and 30 minutes past three, but the engine had been given to me fifteen minutes advance of the other train. I intended to do this on Saturday and had a better engine. It would have made no difference if the freight train had not been at the time mentioned. I heard "down brakes" three distinct times.

Daniel McDonald, driver of the "William Parks," deposed to working at the scene of the accident on Saturday. The conductor came to me and said, "We will be ready to get out of this in about five minutes." We prepared the engine, and the fireman, Edward Griffith, put in the wood. I stood with one hand on the lever and the other on the throttle valve waiting the signal to start. A short time after, the conductor gave the usual signal of "all aboard." The men got on the cars and I started as soon as they were aboard. I saw the signal light with his hand and heard him say, "Come back quick." He ran along the cars and said he thought he heard the freight train whistle. I thought it was a fog horn whistle, and I did not at first believe the signal. The train was coming in the direction the freight train was coming. Sometimes the engine would slip, as it was about half past three. I saw the signal light after I saw the freight train coming round the corner. I do not know how fast it was coming, but should judge its rate to be from 30 to 35 miles an hour. I told the signal man to jump off from the car himself. I was then going about three miles an hour. I remained at my post driving hard until the freight train struck. I was then going about six miles an hour. When the signal light was seen, I gave a whistle. I saw Angus Murray put up his hand and give two whistles, so that his engine must have decreased speed. The engine struck almost immediately. I was about half past three. My engine moved about 400 feet after the collision. The "Carleton" knocked my engine's trucks away, and the force of the collision and the steam had pushed the engine dragging on the track. The stone cars kept the track from under, and the locomotive was on the track. Before I left I put two pairs of water on the fire. I got off by crawling along the boiler and getting down in front. I saw the "Carleton" a total wreck with the truck torn from under. I asked if any water was hurt and cried out "Angus, where are you?" There was no answer. I climbed upon the tender and found Robertson throwing away the wood from the bodies. Angus had his hands up and was gasping for breath, and holding his head back. I helped Robertson throw back the wood. I worked for half a minute or more when I jumped off the train. I felt so bad I could not stop, seeing they were dead and I could do no good. I went up to where Conductors Taylor and Appley were and we looked at our watches. My watch showed 3.37, Taylor's 3.32, and Appley's 3.30. We went down to my engine and I told the fireman to put out the fire. We then went back and assisted to release the bodies. I have been a driver on this train for three months, but have driven on all the trains for fifteen months on the line. I take instructions from the time table unless I get directions to drive away from a bad part of the road. The conductor has a right to direct as to speed but I have never known it done. Thirty miles an hour is good speed but we are not allowed it. The time between Westfield and Fairville, 154 miles, should be three quarters of an hour. The only instructions I have lately received was from the trackmaster when he ran the train from Fairville on eight miles an hour. I have the green book given by Mr. Logan, the locomotive foreman. It has instructions with which I have always complied. I saw my assignment in coming down a curve, but thought when we started we were going too soon and had plenty of time to spare.

A Curious Case of Suicide.

HOW THEY DO IT IN SIMONS.

It is uncertain which will take the palm for coolness, the late John H. Woodbury of Lowell, Vt., or his relatives. Mr. Woodbury committed suicide a few days ago. He had been for some time afflicted with a cancer on the lip and inside of his mouth, from which there was no hope of recovery. Leaving his family with the avowed purpose of never returning, he went to the village and consulted the physician to ascertain the poison that would result in death with the least suffering. Stating his purpose to kill himself, he asked for the drug to effect his purpose, but was denied. After sending out of town for it he made arrangements for his coffin, which was to be very cheap and plain, and gave orders of his burial. On receiving the morphine at the Post Office, he poured out a quantity, calling it the final dose, and leaving, bade them all farewell. He then went to the hotel and called for a tumbler and tea-spoon, a room and a bed. Being shown a room he went to bed and took the fatal dose. Others being apprised of his supposed condition sent for the physician, but all efforts to awaken him and save his life were in vain. He died the following evening.

LOCALS.

For a list of Agents for the sale of the DAILY TRIBUNE see first page.

For advertisements of WANTED, LOST, FOUND, FOR SALE, or TO LET, see Auction column.

NOT ADEQUATE.

To the parties claiming the land, of whom the apparently most interested were George and Joseph Stackhouse, who lived on the adjoining lot. These parties kept a species of bachelor's hall and with them one Judson Steves and Jacob Brown. These parties, judging from the rumors, appear to have acted together in their dogger. About eight or nine days since, George Sherwood went to Mr. Stackhouse and

ORDERED HIM OFF THE PREMISES.

Mr. Stackhouse did not remove, and finding he was determined to keep possession, the four parties mentioned took advantage of his absence in St. John and went to the house with force of arms. Their first action was to take all the furniture out of the building, after which they ordered Mrs. Stackhouse and her six children to leave. The children, fearing something dreadful, ran out on the road, but Mrs. Stackhouse remained. This, however, did not hinder the parties in their purpose, as they immediately commenced to

TAKE OFF THE ROOF.

and left away the logs composing the walls. Mrs. Stackhouse, finding the ruins falling around her, fled in such places. Having destroyed the house, the parties completed their work by kindling fires in such places as would ensure the destruction of the entire place. They accomplished their object, but in the meantime word had come to the City Police Office, and policemen had been one of the best of the force, was dispatched to arrest the parties. He started on the expedition and succeeded in capturing all four about one o'clock this morning. He searched the cars and prisoners shortly before noon and the examination took place at two this afternoon. A. L. Palmer, Esq., appeared for the prisoners, who pleaded not guilty. Policeman Ryder does not believe in his solvency and energy, enduring the journey and risk and mistaking the charge is of a serious nature, and if reports be true, will require much rebutting evidence.

Country Market.

Corrected weekly for The Tribune. Butter, Rolls, per lb. 95c. a 98c. Butter, packed, " 30c. a 32c. Eggs, per dozen 94c. a 98c. Oats (Prov.) per bushel 60c. a 62c. Oats (P. E. S.) " 70c. a 74c. Potatoes, Kidney, " 80c. a 100c. Potatoes, Dairy, per lb. 12c. a 14c. Beef, " 4c. a 6c. Mutton, " 5c. a 7c. Lamb, " 6c. a 8c. Pork, " 5c. a 6c. Chickens, per pair 60c. a 70c. Geese, each 100c. a 120c. Turkeys, per lb. 12c. a 13c. Ducks, per pair 12c. a 15c. Peas, per bushel 80c. a 90c. Beans, " \$3.00 a \$2.50. Corn, " 40c. a 45c. Turnips, " 35c. a 40c. Carrots " 40c. a 60c.

The Tercentenary of John Knox.

Orthodox, Orthodox, who believe in John Knox, assembled in St. David's Church last evening, in commemoration of the tercentenary of his death. The chair was occupied by James Allan, Esq., and the meeting was addressed by Rev. Messrs. Stanley, Cameron, Cais, Houston and Bennett. Mr. Stanley was eloquent and anecdotal, Mr. Cais witty and pointed, Mr. Houston practical and comprehensive, Mr. Bennett discursive and philosophical, and all laudatory.

Circuit Court.

George Jackson vs. A. R. McLeellan, an action of trespass on the case, resulting from a collision of the schooner "Spartan" with the schooner "Hopewell" off Point Lepreau in 1869, was commenced yesterday, and is still before the Court.

Sermon's Monthly.

Sermon's Monthly, for December, opens with two finely illustrated articles—"New Ways in the Old Dominion," and "A Peep into the Old Dominion," and "A Peep into the Old Dominion." There is an article from Mr. Froude, a chapter from the advance sheets of his forthcoming book "The English in Ireland, in the Eighteenth Century." It tells in his graphic picturesque way, some exciting "stories" of the Irish struggle, "to show how difficult was the task of Irish government. Curiously enough other pages of this issue contain a wild Irish poem by Robert Buchanan, "O'Murrough," which gives the Irish side of the case. There is a fresh, delightful paper by "C." telling of "A Tramp with Tyndal" among the Swiss Mountains, and an illustrated article on Mother Goose—quaint and pleasing. Dr. Holland's autobiographical novel, "Arthur Boncastle," has in this installment many tender and delightful passages. Mrs. O'Connell's "At His Gate" is concluded. There is a curious character sketch, "One of Miss Wilgier's Evenings" by Miss J. T. Hopkins chiefly a study of individualities. Mr. Thomas Dunn English has a very lively burlesque of the story of Arion, with "stichings." The scientific and literary contributions are full of fresh, crisp studies.

NOTES AND NEWS.

Mr. Froude gave the receipts of his lectures in Boston—\$750—to the sufferers by the fire.

A dummy engine has been successfully applied to horse car propulsion in New York.

At Halifax a boat's crew sent with supplies to the lower forts on Saturday night went to Ketch Harbor to spend the Sabbath, and a steam-tug was kept searching for their remains all day Sunday.

There are about 9,000,000 horses in the United States, valued at \$266,000,000. If but one per cent. should be carried off, making 90,000 horses, it would entail a direct money loss of \$26,600,000. Two per cent. or two deaths out of every hundred, would bring a loss of over \$53,200,000, and three per cent., which is the mortality in some of our cities, would be nearly \$80,000,000. This in addition to the heavy toll to the daily earnings of the horse and the proportion of the horses that are disabled and cannot work.

Last week two attempts were made at Farmington, Me., to throw the evening train from the track, by placing sleepers on the rails. The first attempt was made on Monday afternoon; the train which leaves Portland at 1 p. m., on passing through Farmington at about 3.30, struck a pile of sleepers at a point near the bank of the Kennebec, along which the road runs for many miles. Fortunately the cow catcher thrust them aside, and the heavy wheels of the locomotive cut them down. On Thursday afternoon a like attempt was made at the same place with a similar result. When one considers the crowded condition of the trains on the Maine Central just now the full force, and meaning, of the diabolical business is seen.

The arrest of Albert M. Smith, who attempted the murder of Charles Sackett and Jennie Bates, at Westfield, Mass., as they were returning together from the theatre Wednesday night, has been effected. He was taken into custody at his boarding place in West Springfield, while asleep, and was much chagrined at being caught napping, as a revolver lay on the table near him, and when he was taken to the jail the next man who should attempt his arrest. Smith is about 23, and a native of Baltimore, where, being early thrown upon his own resources, he developed into a pronounced "plug-ugly." Bates had flirted some with him, according to his story, and had even promised to marry him, but her parents objected, and early he was bent on giving him up. It is thought that both the wounded parties will recover.

How Not to Put Out Fires.

(From the Springfield Republican.) The American man for machinery has given us an excellent form of mind as to the superiority of our fire departments over those of other countries. We point with pride to our glistering engine, roaring through the street like a very dragon, and their ownelves safe. The engine, the hose, the spouting stream, these are the reliance, the alpha and omega of our fire-quenching system. In large cities the first requisite to be put in motion is not the fire engine, but the engine. Or if the pioneers should be thrown into the burning building, they would be quite helpless until the "stream" was thrown. The idea of fighting the fire with ladder, axe and bucket is quite beneath us—instituting, indeed, to a man who ordinarily rides a chariot w/o like for magnificent terrorfulness has not been seen since the Apocalypse. Fires are so frequent that the regular fireman comes to the fire with a very good reason, and about as alarming as the dinner-bell. He forgets that every fire is, for the moment, a very threatening affair, and that the fireman is not a hero, but a man who is called upon to do his duty. The fireman of our cities, as a rule, are a very faithful and reliable class of men, and if they do not succeed it is largely owing to defects of discipline and organization. We wish they could be sent to Paris and taught to climb buildings and heave off the fire with their axes, and, in general, to be a little more efficient. There are some firemen who are very good, and who are a credit to our profession. We wish they could be sent to Paris and taught to climb buildings and heave off the fire with their axes, and, in general, to be a little more efficient. There are some firemen who are very good, and who are a credit to our profession. We wish they could be sent to Paris and taught to climb buildings and heave off the fire with their axes, and, in general, to be a little more efficient.

Shipping Notes.

The steamer Falmouth, lately plying between Halifax and Portland, has been taken of the route until the Spring, when she will resume her trips.

The bark E. B. Haws, Marsh, commander, while on her passage from New Orleans for Liverpool, with cargo in bulk, was lost on the Colorado. The telegram, dated Havana, Nov. 20th, gives no information regarding the crew. The E. B. H. was 781 tons register, built at Ormonde, N. B. in 1867, and was owned by Richard C. Haws, of this city.

Mr. Lamerzan's Success.

Mr. Lamerzan was perfectly successful in his impromptu oration of the Cardinal-Duke last evening at the Lyceum, setting the role with much power, and was cordially supported by the company. The troops are now constituted in an able one. To-night Mr. Lamerzan will appear in his great role of John Midway in "Still Waters Run Deep."

A Solemn Scene.

The remains of Angus Murray, one of the victims of the railway disaster, were interred in the Greenwood Cemetery, Carleton, yesterday afternoon. The deceased was a member of Carleton Union Lodge of Freemasons, and his remains were taken in charge by that body. Previous to the departure from the house services were held by the Rev. Mr. Burgess. The cortege to Greenwood was composed of the Masonic body and a large number of citizens, including employees of the railway. At the grave the ever impressive Masonic burial rites were performed by J. A. Clarke, W. M. of the Lodge, and the body was committed to the mother earth. The bleak November wind, the lowering sky, and the dreary aspect of nature, added a deep solemnity to the scene, and excited deep sympathy with all present, even though in life he had been to many a stranger.

Receipts of Flour 12,000 bushels; sales, 10,000 bushels.

Receipts of Corn 270,000 bushels; sales 220,000.

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City Police Court. Yesterday afternoon John Feeny stepped into the hall of justice to hear the impositions of Sarah Langan, in that he had without provocation used abusive language to said Sarah, and had also unlawfully committed an assault. Mr. Feeny, after a spirited trial, was fined \$30, with the alternative of two months in Gaol.

During the long watches of last night, while the bacchanals continued his revels, and policemen and drunkards slept, five captives lay in chains in the cells of the city prison. This morning they were led forth and placed on the peevish bench to learn of the justice and morality which should prevail in a well regulated city like St. John.

It is very sufficiently imprudent to get drunk last night and showed even greater imprudence by coming to the station in that condition. As it did not appear that his intention was to surrender himself for the purpose of making an example to the vicious, the Magistrate fined him \$4, and intimated that on his next appearance he would be sent to the Penitentiary.

Peter Toner was found in the barn of P. McCourt, Esq., in such a state of liquor that he was supposed to be insane, and was taken to the station. This morning he had somewhat recovered from his misfortune, and was told by the Judge to "Go home and drink no more rum."

Wm. Hockley, 29, N. B., drunk on Charlotte street, was fined \$4. James King, 27, Ireland, was found drunk on King street, and in default of payment of a \$4 fine was sentenced to gaol for two months. "Oh, your Honor," he exclaimed, "I am not able to go to gaol. Please send me to the almshouse." Her prayer was not answered.

John Driscoll, 50, Ireland, an old and it would seem incorrigible offender. His great bent to the world is when he is full in whist-playing and performing stunts or minor chores—and when John is a good boy he is often released before the expiration of his term. Such an occasion is one on which to be joyful and John becomes so gleeful on gain that he is again found by the bobbies and placed in gaol. He was before the court yesterday and he is let go immediately because so cheerful that his fit and proper resting place was the whist-playing bench. On being called in court this morning he smiled a genuine Irish smile and he fully denied the charge. The magistrate with some sarcasm remarked that if the prisoner was so mad because there was no liquor to be had, and then gave a point to his audience by sending John to the Penitentiary for two months.

Reuben Hecker is only 22, but he has even darker than her complexion. She lives about Sheffield street and in that vicinity was found last night as "rosy as a cherry" and moreover cursing and swearing. This was naughty, but she was money and independent when she was placed in the dock. She denied being drunk, but humorously remarked that if she was not cursing and swearing there was no fun in it. She was sent to the Penitentiary for two months, and on receiving her sentence remarked that she would have the benefit of the country air. This did not please the magistrate who with some asperity warned her that before two months she might find herself in captivity. On the prisoners being marched out he scornfully commented on them to the police as "a hard crowd."

Wm. Seabury is a nuisance to himself, his family, and the world at large. Continually in the Court for being drunk and ill-treating his hard working wife and daughter, on whose earnings he subsists, and continually in the penitentiary. But if the end of punishment is, as Blackstone says, reform, this is one of the exceptions which prove the rule. The wretched man maintains a stolid indifference, or when liberated again assaults his wife and raises Cain generally. Recently the objects of his malice sought shelter in the house of a neighbor, but to this place he followed them and in his frenzy broke in the door. This morning he pleaded guilty and was fined \$30 or two months in Gaol.

Shipbuilding in Dorchester. Dorchester, Nov. 23rd, 1872. To the Editor of the Tribune. Sir: There are now lying in this port two new ships of upwards of 1000 tons each, built respectively by Wm. Hickman and R. A. Chapman, Esq. The first, that is, Mr. Hickman's, is waiting for a tug boat to take her to St. John, where she will load for Europe. The latter is the leading deck by D. H. Gilhoun, Esq., of Liverpool. These make seven new vessels built in Dorchester this summer, and all owned in this and adjacent districts, viz. three by Mr. Chapman (two bark and a schooner), two barks by Wm. Hickman, one bark by Gilhoun Palmer, and a large brig by Capt. Geo. Beck, now loading with building stone for New York. Mr. Chapman has a test laid and a frame moulded for a large brig, to be owned by himself, the Olive Freeman Co., of New York, and others, for the stone trade. She is to be launched in April. He will at once put down another keel for a bark of about 800 tons for Taylor Bros., St. John, to be used in June, '73. He will also, as soon as the brig is off, build a ship of about 1200 tons for local owners, to be off next fall. This shipbuilding is getting to be a very important one for this part of the country, and the amount of money divided among owners by Messrs. Palmer, Chapman and Hickman this year will amount to from \$150,000 to \$200,000.

THE FIRST PRIZE. THE CELEBRATED GARDNER LOCK STITCH Sewing Machine. RECEIVED the first prize at the most perfect model of a Sewing Machine, at the late Exhibition in London, Ontario. A large assortment at the General Agency, W. H. PATTERSON, 75 KING STREET.

### By Telegraph.

#### British and Foreign.

(By Telegraph to Associated Press.)

THE HYDE PARK MEETINGS. LONDON, Nov. 23. The last Sunday meeting at Hyde Park was a failure. Only 200 persons were present. Order preceded and a resolution addressed to the Home Secretary was adopted. An irruption of affairs compelled the breaking up of the meeting.

THE LATE MEXICAN REVOLUTION. Italy and France have asked Austria, Russia and Great Britain to join them in an effort to adjust the difficulty with regard to the Laconia mines near Athens.

THE COMMITTEE OF THE FRENCH ASSEMBLY on the subject of making an example to the vicious, the Magistrate fined him \$4, and intimated that on his next appearance he would be sent to the Penitentiary.

Peter Toner was found in the barn of P. McCourt, Esq., in such a state of liquor that he was supposed to be insane, and was taken to the station. This morning he had somewhat recovered from his misfortune, and was told by the Judge to "Go home and drink no more rum."

Wm. Hockley, 29, N. B., drunk on Charlotte street, was fined \$4. James King, 27, Ireland, was found drunk on King street, and in default of payment of a \$4 fine was sentenced to gaol for two months.

John Driscoll, 50, Ireland, an old and it would seem incorrigible offender. His great bent to the world is when he is full in whist-playing and performing stunts or minor chores—and when John is a good boy he is often released before the expiration of his term.

Reuben Hecker is only 22, but he has even darker than her complexion. She lives about Sheffield street and in that vicinity was found last night as "rosy as a cherry" and moreover cursing and swearing. This was naughty, but she was money and independent when she was placed in the dock.

Wm. Seabury is a nuisance to himself, his family, and the world at large. Continually in the Court for being drunk and ill-treating his hard working wife and daughter, on whose earnings he subsists, and continually in the penitentiary.

The wretched man maintains a stolid indifference, or when liberated again assaults his wife and raises Cain generally. Recently the objects of his malice sought shelter in the house of a neighbor, but to this place he followed them and in his frenzy broke in the door.

Shipbuilding in Dorchester. Dorchester, Nov. 23rd, 1872. To the Editor of the Tribune. Sir: There are now lying in this port two new ships of upwards of 1000 tons each, built respectively by Wm. Hickman and R. A. Chapman, Esq.

THE FIRST PRIZE. THE CELEBRATED GARDNER LOCK STITCH Sewing Machine. RECEIVED the first prize at the most perfect model of a Sewing Machine, at the late Exhibition in London, Ontario.

A large assortment at the General Agency, W. H. PATTERSON, 75 KING STREET.

### SHIPPING INTELLIGENCE.

PORT OF SAINT JOHN.

ARRIVED. Thursday, Nov. 23rd.—Schooner, 146, Lewis, Captain, J. G. Simpson, Halifax, M. McCarthy, 2000 bushels.

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### New Advertisements.

FLORA MYERS' NEW YORK THEATRE.

A. W. PURCELL, Manager.

STILL WATERS RUN DEEP.

DODGING FOR A WIFE!

BEEF AND PORK.

SHIP STORES.

200 BBS Extra Fat and Family.

500 BBS TEA ROSE.

SCHOOL OF DESIGN.

Mechanics Institute.

LANDSCAPE DRAWING.

COLONIAL BOOK STORE.

NEW STORE. NEW STOCK.

20 BBS WHITE BRAND.

WATERPROOFS.

### Silks and Velvets.

JUST RECEIVED AT LONDON HOUSE.

RETAIL.

The Fall Stock of Silks, Velvets, Velveteens & Crepes.

BARNES, ANDERSON & KEER.

FLORENCE.

THE FLORENCE.

UNEQUALLED.

SIMPLICITY.

USEFULNESS.

DURABILITY.

PERFECTION OF WORK.

WORKMANSHIP.

BEAUTY OF DESIGN.

STYLE OF FINISH.

No Other Machine will Darn!

THE FLORENCE IS SOLD ON THE Instalment Plan.

Unrivalled Florence Machine Stitching.

In Tackling, Hemming, Bridging, Cording, etc.

Unrivalled Florence Machine Agency.

No. 90 GERRARD ST. E. HATHAWAY'S BUILDING.

GEO. N. ROBINSON, JR., GENERAL AGENT.

Practical Business Education.

DAY AND EVENING SESSIONS.

Eaton's Commercial College.

RITCHIE'S BUILDING, St. John, N.B.

THIS Institution is to thoroughly prepare young men for the actual business pursuits of life.

Book-keeping in all its branches, adapted to every kind of business.

White Goods, in a variety of patterns.

### Get, &c.

TO LET—TWO STORES on Germain street, a really opposite vacant street. Also, a large LOT of LAND in the rear, with entrance from Germain street.

Apply to PUGSLEY, GRAVFOED & PUGSLEY, 60 King Street, N.B.

WANTED—A young man whose tastes and training adapted him to literary work. Fair salary given with assurance of advance.

WANTED—To load Box Shooks for North side Cuba, any size to load at Fredericton, with lumber and shingles, for New Bedford; to load at Fredericton, with shingles and lumber for Boston. Also, handily stevedores to load goods above and along the Falls for Boston, New York, and other ports.

WANTED—To purchase a house in the city of St. John, N.B., for a residence. Apply to A. L. PALMER, 60 King Street, N.B.

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### Public Notice.

THE P. O. LETTER BOX has been removed from Orange Corner, and a box for the reception of letters will be placed at the store of Mr. William Young, Main street, Portland.

P. O. S. John, J. HOWE, P. M. MARINE INSURANCE.

Union Insurance Co. OF BANGOR, ME.

(INCORPORATED IN 1862.)

NATHAN C. AYER, President.

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