

WHOLESALE
DRY GOODS WAREHOUSE,
55 and 57 King Street.

EVERITT & BUTLER
HAVE now the largest portion of their SPRING IMPORTATIONS opened, and would respectfully call the attention of COUNTRY MERCHANTS, LUMBERMEN, RAILWAY CONTRACTORS, SHIPBUILDERS, MILLNERS, TAILORS, PEDLARS, to their stock, which is well assorted in every department. The Goods will be offered at the lowest living profit, and on liberal terms.
apr 25

BUSINESS NOTICE.
The Toronto Counting Room is the southern half of the Office of Mr. George Phillips, Broker, Prince William street. It is centrally situated, being near the City Hall, the Bank, News Room, Post Office, Chubb's Corner and the Ferry landing. Advertisements for the Counting Room should be left at the Counting Room before 11 A. M.

The Daily Tribune.
ST. JOHN, N. B., APRIL 25, 1872.

A National Want.
Our easy-going countrymen are rather prone to accept, in the light of an inevitable dispensation, the freely expressed verdict that, as a nation, the Dominion of Canada is "behind the age." While granting the proposition, as far as it applies, without derogation, to our position, or lack of position, in Letters and Art, we are less disposed to admit any material inferiority disproportioned to our years and experience. But in no material point, we must confess to a totally inexcusable disregard of our duties and interests. We take a commendable care to foster our shipping and commercial interests, which display an enterprise and success worthy of every praise, but as yet we have neglected the almost equally essential safeguards for the protection of vessels and property, safeguards which are used by almost every civilized nation, and by many with not a quarter of our commercial marine. We refer to the Signal Service Bureau, in such extensive use in all European maritime countries, and now brought to such a high state of usefulness in the neighboring Republic.

A summary of the efficient services of such a Bureau will be of interest to our shipowners, and may have the effect of calling legislative attention to this much needed institution. The United States Signal Service Bureau is attached to the War Department, with headquarters at Washington, whither tri-daily reports are forwarded from every part of the country. These reports are carefully examined and a summarized bulletin despatched to each station, where it is daily published. So perfectly are the details managed that the average time occupied in receiving, collating, and transmitting the printed reports occupies but eighty minutes. A destructive hurricane, starting from the coast of Florida, is outstripped and prepared for in Massachusetts before it has begun its work of mischief on the coast of Cape Hatteras. Dangerous gales, east ward bound, have been prophesied a day in advance, from the time that they made their unwelcome presence known on the banks of the Mississippi. When we recollect that a hurricane travels only some ninety miles an hour, and that electricity annihilates time, we can conceive some what of the inestimable value of such a system.

The terrific cyclones which are generated in the Gulf of Mexico are carefully traced to the mouth of the Mississippi, whence they either seek the westerly wastes of the Atlantic, or the more direct and inviting Northern Lakes and Hudson's Bay. Science has proved the tendency of the storm cloud to large expanses of water, and bitter experience has shown the correctness of science. The extent of a cyclone, such as prevailed on the Atlantic coast of the United States, may be imagined from the description of one whose course was traced in the year 1850, from Florida to Newfoundland, a distance of over 3,000 miles. To trace the origin and progress of these destructive tempests, to report their features and probable destination, and to forward the shipmasters of the coming storm, is the work of the useful Signal Service. Its efficiency is best understood from the reports of its results, showing some 78 per cent of correct prognostications. In England, with a less area to observe, the proportion, in the year 1865, of correct forewarnings was 73 per cent; while France showed a record of 94 out of 100 weather predictions verified.

In the United States, the weather report receives almost boundless confidence, which its record amply justifies. The only signal used to warn shipmasters of impending probable danger is the display from the office of a red flag with square black centre, by day, and of a red light, by night. This is merely a cautionary signal, the tri-daily bulletin giving the grounds for the warning. We are glad to see that Congress has appropriated fifty thousand dollars to this valuable service.

Let us hope that our own General Government will be proportionally liberal. Our geographical position, with a long Atlantic seaboard, a chain of inland seas for our Southern harbors, and a great Northern ocean to attract the storm cloud, should make us especially eager to use whatever means we can to lessen the dangers that threaten our marine interests.

A mistaken sense of economy in this respect is as injurious as would be the neglect to insure a valuable cargo from a dread of the underwriter's premium.

out of the stores—namely, 7 o'clock." Let anyone visit the dry goods stores of this city, and in most of them he will find the employees hard at work till ten o'clock at night, unpacking and preparing goods; and about this they are not complaining. What they want is—the stores to be shut at 6 o'clock all the year round, except Saturdays when it should be 8 o'clock before they close; so that they may have a chance of a little recreation after business hours which they cannot have if the old hours are continued.

J. M. also seems to sneer at the young men for being the best dressed, cultivating incipient mustaches, &c. I can only say that they are compelled to be the best dressed in the city; if any one of them were to go down to the store, dressed like a mechanic, he would soon (to use a trade term) get the snuff.

J. M. also seems to object to the young men visiting the Skating Rink, Concerts, &c. I think he will find it rather difficult to point out other recreation to supply their place.

Taking it all together, J. M.'s argument is an entire failure, and if the employers can put forward no better one than his, against early closing, I think it will not be long before the young men peacefully succeed in getting what they are now trying for.

Yours, T. A. W.

Early Closing.
Mr. Editor:—"J. M."s letter hits the nail right square on the head. He says right out that other employers are thinking but do not express his opinion. The dry goods clerks are the best off of any clerks in St. John. Compared with the mechanical classes they have easy times. Their pay goes on all the year round, with no deductions for rainy days or whether business is rushing or flat. They get their salaries paid regularly, which is a great thing for persons with families. If business is brisk one part of the day and they are kept sharp to work, they know exactly the time in which they will have a pause. They are in a position to make acquaintance and friends who are an assistance to them in after life. They are enabled to move in good society and are able to keep clear of many of those vices and habits to which persons who have to beat around outside are often subject. Their hours of labor are not long, whatever may be said to the contrary, and they regard being had to the character of the work. I unhesitatingly say they have no grievances to redress; their complaints are entirely sentimental; and they are only making fools of themselves by pretending they have cause for striking, or something of that sort. Hoping we shall hear as little as possible of this Early Closing humbug, I remain, &c.,
T. A. W.

The Sabbath.
Mr. Editor:—The Rev. Henry Ward Beecher, in throwing open the public libraries on Sunday before a very large audience at the Cooper Institute, New York, on Monday evening last. Besides which, he expressed himself in favor of Sunday closing trains for the poor, the general text of his address being the idea that the Sabbath was made for man and not man for the Sabbath. It is his servant, not his master, and whenever the Sabbath day therefore is so administered that any part of the community are oppressed by it they have a right to rise up and break through that oppression.

Yours, T. A. W.

OUR BOSTON LETTER.
"Head Money"—American Shipping and Commerce.—The Provincial's Mecca.—A Candidate in spite of himself.—Architectural Trusses and Doctor's Disagreements.

[FROM OUR OWN CORRESPONDENT.]
Boston, April 25, 1872.

"Better late than never" is the verdict that meets the long delayed repeal of the law on immigration, which I referred to in a previous issue. The bill has received the Governor's sanction and is a law, the first preceptible result of which is a notice from the Canada Steamship Co. of their intention of putting two extra steamers on the line to this port. With this public spirited legislation, it is probable that Boston will soon occupy the position which its geographical situation should secure for it, of the principal port of entry for European immigration. The bill has received the Governor's sanction and is a law, the first preceptible result of which is a notice from the Canada Steamship Co. of their intention of putting two extra steamers on the line to this port. With this public spirited legislation, it is probable that Boston will soon occupy the position which its geographical situation should secure for it, of the principal port of entry for European immigration. The bill has received the Governor's sanction and is a law, the first preceptible result of which is a notice from the Canada Steamship Co. of their intention of putting two extra steamers on the line to this port. With this public spirited legislation, it is probable that Boston will soon occupy the position which its geographical situation should secure for it, of the principal port of entry for European immigration.

DISPOSITION TO OBTAIN.
In which ethnologists might trace our Anglo-Saxon origin, is apt to make us deary the real merits and extent of our foreign commerce. It is not the fashion to get our shipping is destroyed, our commerce ruined, and business at a standstill. Let us see how statistics bear out these statements. The increase in the value of our foreign imports, the production of the House Tunnel, giving us a direct line to the West, will, besides facilitating our in general commerce, offer a strong inducement to the ocean steamers to make this city their chief terminus.

THE ST. JOHN RIVER.
It is clearing out beautifully, although there is still sufficient running ice to interfere with navigation. It is believed that by Saturday steamers will be able to run to Fredericton, and Small and Hatheway accordingly advertises the *David Weston* to leave on Monday at 9 o'clock on that morning; in the meantime she lays on for freight at her wharf at Indiantown.—The *Fredrick Express* gives the following of the break up of the ice at that point:—"The ice which for several days has been moving lightly, took its final departure between eight and nine o'clock on Monday evening; it continued running with but slight interruptions during the night, but it did not go out without doing some damage. It drove in the end of the warehouse of the Express line of steam boats, and made rather a wreck of the buildings. It piled up a small mountain alongside of the Union Line warehouse, and carried away the shed belonging to every available point, where it remained very pretty to look at, but not reliable, perhaps so much by those who had their property injured by it as by disinterested observers of the picturesque. It made havoc with the wharves near Morrison's mill, breaking them up to some extent. The new and extensive piers recently erected by the Messrs. Glazier near the cove have also been nearly destroyed. The narrow wharf at the head of the boom, the ice became jammed, and speedily filled up the space as far up as the piers. The water then began to rise rapidly, and every wharf was speedily under water. People began to enquire whether it was advisable to construct rafts for their goods and chattels, or to betake themselves to the water level more rapidly than it had risen, while the ice lay from its bonds, bounded onward on the swift current towards the sea."

THE SUPREME COURT.
A letter from Fredericton, written yesterday evening, says the court has postponed the appeal in the *Croze-Allen* cases to take the evidence printed. The *Johnston-Jardine* case would probably be reached to-day, and the *Special Paper* of this term would probably be reached. No very lively progress is shown as yet, notwithstanding the Chief's address to the lawyers at the opening.

First Trip of the "Soud"—Interesting Pleasure Excursion.
The new steamer "Soud" which so gallantly battled a winter's storms and winds on the Atlantic ocean, and which is intended to perform the no less dangerous and disagreeable duties of a winter passenger steamer between St. John and Annapolis, made her first trip, since her arrival from England, across the Bay yesterday. Her trim, sharp build and elegant proportions give evidence of her being a staunch boat and a fast sailor; and her trial trip yesterday to Annapolis fully bore out the expectations entertained of her. A great many who anticipated

LOCALS.
The Soud sailed for Digby and Annapolis on Saturday at 8 a.m.
Steamers.
The S.S. "Cambrian" arrived at Halifax on Monday evening last, and left for London. She sailed from Halifax for this port on Wednesday, and will be looked for this evening.
The Carvell Line of Steamers.
Francis Carvell & Son will dispatch the new steamship "Lady Joys" from Liverpool on the 29th inst. to Halifax, and St. John. Mr. George McKean, Ritchie's building, will supply all necessary information in regard to freight.

THE SUNDAY CONCERT ABANDONED.
In deference to the sincere religious sentiments of our citizens of all denominations, which Mr. Torrens feels is entitled to the very fullest measure of respect, that gentleman has withdrawn the proposed Sunday "praise-meeting" from the program of his lecture on "The Sabbath in the cities of the United States, but they have not thus far been held on the Sabbath in Canada.

THE TRAIN FROM HALIFAX, which, in order to give passengers disagreeable night travelling across the Bay of Fundy, takes all day generally to travel 120 miles from Halifax to Annapolis. After taking in passengers by the train the "Soud" started from Annapolis about 7 o'clock. About half way between Annapolis and Digby one of the cylinders got heated, and the piston rod running in and out of the packing, gave a heavy thump, much to the disturbance of the passengers, particularly the ladies. This time of year the boat is crowded every trip with the "Soud" for "Nova scotia" service. It is composed of the globe-bodied males and fair females of Upper and Lower Canada's constituencies, who go to the States in the Spring of the year, work in the factories and in other occupations, and come back to the hills and valleys of the Annapolis region in the Fall, where they propagate Anglian sentiments till their annual return in the Spring again. On arriving at Digby it was found that the packing, which had been put in in England, had got loosened, and it could not be remedied till the boat laid up. A half day would be quite sufficient to put to rights the time of leaving Digby was nearly one o'clock this morning, and the

THREE HUNDRED PASSENGERS, a great many being ladies, had to pass the night as best they could, as the steamer was not allowed to leave until after midnight for sleeping as yet, her old route between Digby and Annapolis being a day route and requiring no such luxuries. The gentleman's cabin which will hold about a hundred, seated, was of course uncomfortably crowded, and driving through the twilight and drizzle slowly through the twilight hours, "the gallant three hundred" had to make the best of the time which, with the assistance of the commanding and diminutive forms of the St. John Reporters, the Press of Halifax represented by A. Inglis Harrington, Esq., the Police Clerk and the river captain, was admirably if not profitably spent.

THE THUMP of the piston in the cylinder, the blowing of the fog horn passing the island, and the sharp fazing of champagne and soda bottles, ended in the arrival of the "Soud" at her wharf at half past five, at low eb tide, when the three hundred slowly dragged their way up through the long tunnel from the deck of the boat to the wharf, which ended their "pleasure trip." Captain Stoen and Lady had command of the boat. Mr. Fleming was the obliging clerk; Mr. F. Hatheway was engineer, and Mr. McCann amply provided for the hungry mortals.

THE "Soud" will shortly have ample saloon accommodation, a new deck and saloon will be carried fore and aft the whole length, making her when completed one of the finest vessels in Dominion waters.

Complaints are made against Kestley's Express if in regularities in delivering and paying freight on goods taken in for delivery to the Western Extension Railway. Instances have occurred recently where freight was detained a fortnight at the Carleton Station, notably in the case of goods for St. Croix and Stations on which the railway's charges must invariably be prepaid. The necessary monies had been given the Expressman to pay the railway, but through inattention this had not been done, and the goods lay in Carleton until the parties for whom they were intended wrote to know the cause of their orders not being filled. Such carelessness might lead to serious inconvenience in cases where goods are required in haste.

BY TELEGRAPH.

British and Foreign.

[By Telegraph to Associated Press.]

London, April 24.
The Great Metropolitan stakes at Epsom were won by Dutch Shaker; Kingscraft second, St. Aubyn third.

In the Commons Fawcett asked whether the Government would regard an affirmative vote on the amendment to the Dublin University bill as one of confidence in the Government; also whether Government would fix a specific time for the consideration of the Dublin University bill.

To both inquiries Gladstone replied "No," and stated the intention of Government to have the public business transacted before the consideration of Fawcett's bill.

Ottawa, April 25th.
After recess Workman introduced a Bill to incorporate Exchange Bank of Canada. A Bill for avoidance of doubts respecting liability of stamps was read third time.

Adjourned debate on second reading of Colby's Bill to repeal Insolvent Laws was resumed.

Hilyard Cameron moved that Bill be not read second time but that Committee on Banking and Commerce be instructed to inquire into subject of insolvency law and report thereon to House by Bill or otherwise.

Montreal, April 24.
The trial of Samuel Patterson for forgery came off this forenoon. W. H. Tuck, Esq. appeared for the Crown, and S. R. Thompson, Esq., for the prisoner. Thomas P. Trueman swore the check presented 20th February, by prisoner, with his name, was a forged. Joshua Clawson, Teller in the Bank of New Brunswick, proved the presentation of the cheque by Patterson.

Thomas Landrigan gave evidence of the prisoner acting in a crazy manner from the effects of liquor.

Mr. Thompson put in some letters from former employers of prisoner in Bangor and New Bedford as to his good character. Mr. Thompson, in addressing the Jury, thought they should acquit him on the ground of temporary insanity, and that it had not been proved that all their employees. Of course there is great rejoicing among the men.

Merchants' Exchange.
The following despatches were received at the Exchange to-day:—
Monday, April 24.—Flour at Liverpool, 27s. Red Wheat, 11s. 1d. 1s. 5d. Pork steady, \$13 3/4 to \$13.50 new. Grain freight 4d. Montreal flour market active. Sales City superfine—\$47.39. Ordinary Canada \$36.06 to \$36.15.
New York, April 25.—Gold opened at 119 1/8 to 119 1/2.

SILKS!
MANCHESTER,
ROBERTSON & ALLISON
BEG to announce that they have received, and are now showing,
Their entire Stock of
Rich Black and Colored SILKS,
EMBRACING THE
LARGEST VARIETY!
Ever Imported by them.
No. 2, MARKET SQUARE,
NEW
DRESS GOODS,
—AT—
LIKELY, CAMERON & GOLDING'S.

People's Laundry.
THE ABOVE LAUNDRY is now open, and the subscribers are prepared to receive WASH AND IRON GOODS of all descriptions at short notice, and in a style that cannot be surpassed. For Clothing called for and returned. For Prices List and further information apply at 119 1/2 to 120 1/2, QUEEN STREET, HALIFAX.
DR. HOLLOWAY'S COMPOUND
Wild Cherry Bitters,
AN EXCELLENT TONIC.
PRICE THIRTY CENTS.
WHOLESALE AND RETAIL AT
HANINGTON BROS
APOTHECARIES,
FOSTER'S CORNER, ST. JOHN, N. B.
64-3-17

