





# ULSTER COATS!

2 cases Grey Frieze Ulster Over Coats!  
dec 8

# REEFING JACKETS!

3 cases Extra Quality Reefing Jackets!  
dec 8

DR. J. E. GRIFFITH, DENTIST,  
Office Union St., Near Germania,  
SAINT JOHN, N. B.

# MARITIME

# WAREHOUSING AND DOCK COMPANY!

Storage in Bond or Free. Cash Advances  
on all descriptions of Merchandise. BANK SPENDING CREDITS granted to Importers.  
Application to be made to  
T. W. LEE, Secretary.

JAMES D. O'NEILL,  
MANUFACTURER OF  
OIL-TANNED LARRIGANS!

Women's, Misses' and Children's BOOTS and SHOES  
IN SERGE, KID AND GRAIN LEATHERS.

# VICTORIA STEAM CONFECTIONERY WORKS

Waterloo Street.

# Pure Confections!

Some of which will be found entirely new to the trade. We invite their inspection and solicit  
Wholesale Orders.  
J. R. WOODBURN & CO.,  
Victoria Steam Confectionery Works, - - - Waterloo Street, St. John, N. B.

# MISPECK MILLS, - - St. John, N. B.

# HOMESPUNS!

All Wool Twilled Flannels and Tweeds!  
And Superior GREY BLANKETS.  
All at GREATLY REDUCED PRICES!

# FIRST CLASS COTTON WARPS.

79 King St. MILLAR'S 79 King St.  
SEWING MACHINE  
EMPORIUM.

# Wholesale Warehouse,

CANTERBURY STREET.

# WHITE BLANKETS!

And Five Bales  
CAMP BLANKETING.  
For sale low.

# GREY COTTON!

WE would call the attention of Purchasers to the  
GREY COTTON  
WHICH IS  
MUCH SUPERIOR  
to the material used in making English Grey Cotton.

# GREY COTTON

For Sale by the Dry Goods Trade.  
W. PARKS & SON,  
New Brunswick Cotton Mills,  
SAINT JOHN, N. B.

# THE WEEKLY TRIBUNE,

A 49 COLUMN PAPER!  
no Best in the Maritime Provinces! Only One Dollar a Year!  
Sample Copies Mail Free.

# The Daily Tribune.

J. L. STEWART, Editor.  
MONDAY EVENING, DEC. 15, 1873.

The map of the Riviere du Loup  
drawn by its engineers, differs considerably from the engraved  
map of the Riviere du Loup, which has been  
circulated by the opponents of the route  
chosen for the road. It shows that the  
engineers, after attempting to reach  
Woodstock from St. Mary's by two other  
more direct routes, were forced to adopt  
the present one, and that the river-side  
route from Acker's Brook to Hartland is  
over a series of deep gullies that would  
involve an outlay far greater than the  
circuitous route that has been selected.

The Local Government has as in the  
force of this Thursday's reasoning in  
favor of conceding some of the enemies  
of the Common Schools Act, and as  
will be seen by Hon. Mr. Willis's  
editorial in the News, have resolved to  
remove some of the barriers that have  
stood in the way of the acceptance of  
the Act by Catholics. Some good may  
be done by this action. We are satisfied  
that if the Bishop is willing to do it,  
he may have all his schools in this  
city under the Board of Trustees, with  
the same teachers and the same pupils  
as in the present system. Religious  
instruction may be given before or after  
school hours. Many Catholics who are  
paying public school taxes and heavy  
subscriptions for private schools will  
see the force of the reasons for coming  
under the Act, but it is by no means  
certain that those who only collect, and  
do not pay, the money for the education  
of their children, will consent to do so.  
Mr. Dunphy has already done so.  
We should like to see peace made, and hope  
the concessions will lead to it.

The railway policy of the Local Government  
is really gigantic. Every  
projected road in the Province is to be  
given a subsidy of \$5,000 a mile. We  
are given the Provincial chest (if there is such  
a thing) will be as empty as John  
Hodge's larder before the subsidies are  
paid, but we suppose it was not easy for  
the Government to recognize one and  
ignore another. Gagetown may thank  
the Government for the subsidy to the  
road that places the R. & N. American  
as the Tribune is the only paper that  
has brought its claims to the attention  
of the public.

The spectacle of the Premier and five  
other Cabinet Ministers keeping back-  
ward together at Ottawa is one of  
impressive dignity. We are not told  
whether they hire a cook or intend tak-  
ing turns at the frying pan. The car-  
pet-bag politicians of the South are out-  
done for once. After this we are tempted  
to doubt the assertion that the Premier  
has bought a new suit of clothes. Some-  
body he could not have been so extrava-  
gant.

Prof. Louis Agassiz died last evening.  
He was one of the greatest naturalists,  
and the most ardent seekers for and  
teachers of truth in the world. His  
loss is a world-wide calamity. Dr.  
Hayes, who knew the great scientist  
well, says Agassiz's great fear was that  
he would lose his mind before death.  
It is better as it is, that the fear  
should have been realized.

# Our Useless Common Council—Civic Reforms.

To the Editor of the Tribune.  
Are you not almost worn out and dis-  
gusted from hearing complaints from the  
citizens of St. John on the short-comings  
and masterly inactivity which has so long  
characterized the Common Council? Are  
you not, sir, almost tired yourself of com-  
plaining of them, and of fault-finding and  
criticizing their sins of omission and  
commission? Do you not think it about  
time that some organized efforts were  
made by the electors to secure a better  
and more ardent body of representatives  
in the Council? Do you not think it  
highly necessary for me to release any  
of the many instances of the criminal  
negligence, stupid legislation or do-  
nothing policy so often evinced by them,  
and to say that their disgraceful  
treatment of Sir Harry Bernard is the  
last straw, and that their policy on the  
breakwater question are alone sufficient  
to damn them in the estimation of prompt  
business men.

There are now looming up several  
questions of vital interest to the present  
and future of this City and County, and I  
for one confess to a feeling of deepest  
concern as to the action that may be  
taken by our present effete Corporation.  
The question of placing our Harbor in  
the control of a Commission; the enact-  
ment of a law for a more just and efficient  
levying of taxes; the paving of our lead-  
ing thoroughfares; the providing for the  
purchase and improvement of a Public  
Park are some of the leading questions to  
which I refer. And again there is the  
question as to King and Queen Squares.  
Shall they continue as "lungs" to the  
city (in name only) any longer—the  
haunts of vice and rowdianism and recep-  
tacles for nuisances? Shall they be im-  
proved and kept neat and respectable,  
as originally intended, or shall they be

divided into lots and sold to the highest  
bidders for building purposes? These  
are all very true questions, but, never-  
theless, important ones. If the citizens are  
really interested about improvement; if  
they wish to have our very important  
civic interests properly managed, and  
if they are in the least complaisant  
against the present Ward politicians  
let them unite on a platform and a  
ticket that will wipe out many of the  
present incumbents and replace them by  
men of sound views, prompt in action  
and honest in purpose. Do not put off  
until next April and then rush around  
for a few days, making a terrible pow-  
wow, and finally sling out "too late for  
combined action this year," as has been  
the case every spring for the past ten  
years. Urge us at once, form Ward  
Committees now, hold your meetings  
now, work now, until combined working  
the elections come off, and success  
will crown the effort.

# CIVIC REFORMS.

Mr. Edward Jenkins on Emigration  
and the Relations of the Colonies  
to the Empire—Hon. Peter Mitchell  
Discusses.

The announcement in Saturday evening's  
Tribune that Edward Jenkins  
would speak in the Academy of Music  
after the arrival of the Halifax train drew  
a large and respectable audience. Mr.  
Jenkins entered the hall, amid applause,  
soon after 9 o'clock. On the platform  
were Mayor Reed, Hon. P. Mitchell, A.  
L. Palmer, M. P., Jas. Donville, M. P.,  
Dr. W. Bayard, Dr. Bang, Dr. Keator,  
Dr. Stevens, John Boyd, J. W. Nichol-  
son, Gilbert Murdoch, Norris Best, Wm.  
Elder, J. L. Stewart, and Dr. Hayes, the  
famous Arctic explorer and lecturer. The  
Mayor took the chair, on motion of John  
Reed, Esq.

Mr. Jenkins began by referring to the  
struggle in England, during the last eight  
or nine years, to get rid of pauperism.  
The chief remedy suggested was to shove  
the paupers out into the Colonies. This  
idea was warmly received, and the city  
of the great majority of the emigrants  
passing through the Provinces to the  
States. Canada should not sit the man-  
agement of more laborers. It is useless to  
do it while wages are higher in the States.  
The importation of many laborers will  
bring down the wages and an emigration  
will begin from our own shores. If labor  
is scarce and high laborers will come to  
us. The immigrants we want, the im-  
migrants we should spend money to ob-  
tain, are men of families who will  
settle on the soil. It is of no use to aid  
bachelors and unmarried women to come.  
They will find their way over soon  
enough. Emigration from England is op-  
posed by capital, which wants cheap la-  
bor, and by associations of working men  
who want the present evils to continue  
until they become too great to be borne.  
The Tory and the revolutionist, the land-  
lord and the peasant, the capitalist and the  
laborer, are all united in opposition to  
the sending away of the surplus popu-  
lation. We cannot expect, therefore,  
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INTERCOLONIAL RAILWAY.

WINTER ARRANGEMENT.

To take effect on MONDAY, November 24th, 1873.

Table with columns: TRAINS LEAVE, Exp., Acc., Fct., Ex. P. for various routes like St. John, Moncton, and others.

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Extra Refined Iron!

From Saturday's Second Edition.

Unusually at Montreal—Discontinued

With the Northern Pacific Extension—The Hardware Dealers

at Paris.

MONTREAL, Dec. 13.

Much uneasiness exists in commercial circles here as to the financial and railway policy of the Government.

They can't depend on their acting safely and sensibly, it is the general remark.

The feeling is that the proposed extension of the Jay Cooke Northern Pacific Railway, instead of the construction of a line leading into this city, must be defeated at all hazards.

There is a quiet but intense determination to defeat the Jay Cooke-Maclean scheme in some way.

The hardware importers are very much exercised over rumors that changes are to be made by the Minister of Customs in the duties on this class of merchandise.

It is said that they are about taking measures to be informed when L. Burpee & Co. of St. John send larger orders abroad, or unusually small ones, so that they may thus get a hint of the intentions of the Customs Department in the matter of raising or lowering duties.

Shipping Notes.

The schooner Jessie Hope was hoisted off the beach, near Little River, this morning at 10 o'clock, and towed round to the harbor by the tugboat Zanthus.

At high water she was placed on Hillyard's blocks, when the Port Warden having examined her reported that her port was started, four iron knees broken, and her bilge hooped up; the hold stanchions started, and the seams of the keelson drawn apart.

On the outside, her stem is started, her keel and keel gone, starboard bilge started in and the lower portions of rudder and stern gone.

As they consider that some of her timbers are broken, they recommend that she be placed on the Marine Railway at 10 o'clock, and towed to the wharf.

Messrs. Scammon Bros. have handed the vessel over to the agent of the Underwriters at this port and await further orders from Halifax. It is probable also may be condemned, and it is thought that it will cost more to repair her than she will be worth when completed; this cannot be done, however, until estimates of the probable cost of repair have been obtained and the receipts prove an actual loss to the Underwriters.

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Messrs. Scammon Bros. have handed the vessel over to the agent of the Underwriters at this port and await further orders from Halifax. It is probable also may be condemned, and it is thought that it will cost more to repair her than she will be worth when completed; this cannot be done, however, until estimates of the probable cost of repair have been obtained and the receipts prove an actual loss to the Underwriters.

Shipping Notes.

The schooner Jessie Hope was hoisted off the beach, near Little River, this morning at 10 o'clock, and towed round to the harbor by the tugboat Zanthus.

At high water she was placed on Hillyard's blocks, when the Port Warden having examined her reported that her port was started, four iron knees broken, and her bilge hooped up; the hold stanchions started, and the seams of the keelson drawn apart.

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Intercolonial Railway.

SLEEPER CONTRACTS.

SEALED TENDERS, marked "Tenders for Sleepers," will be received at the Railway Office, Montreal, until SATURDAY, 15th Dec., at 10 o'clock, for the construction of the line from Prince Rupert to the Gulf of St. Lawrence, and for the delivery of Railway Sleepers. The number required will be as follows:

Between Halifax and Trenton, 20,000

Trenton and Prince Rupert, 40,000

Prince Rupert and St. John, 40,000

St. John and Miramichi, 40,000

Miramichi and Grand Falls, 40,000

Grand Falls and Grand Falls West, 40,000

Grand Falls West and Grand Falls East, 40,000

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