





The Daily Tribune.

ST. JOHN, N. B., JANUARY 9, 1878.

A Hacked-up and Important Subject.

Perhaps we have not waited with sufficient patience for the Local Government's reply to our interrogatory in respect to Immigration. It is not probable, however, that "patient waiting" would, in this instance, be rewarded, as the fact that the meeting of the Legislature has been postponed to a late date seems to indicate a want of preparation on the Government's part, and, consequently, an absence of decision in regard to public measures to be submitted. Such being the position, we take the liberty of offering a few remarks and suggestions on a subject that is scarcely second to any other in its bearing on the material advancement of the Province.

One leading danger to be guarded against, in working out the immigration policy of the Dominion, is the probability of the general funds, as well as the sum placed at the disposal of New Brunswick, being employed to swell the lists of Emigrants to other Provinces.

Ontario, the big brother in our political partnership, already receives the lion's share of Emigrants, not because better homes are there provided, but through pressure exerted by its resources and attractions treating other sections as if they did not exist.

Ontario, at present, is sufficiently fortified to rule the Confederation, without receiving additional increments to do so by means of the funds of other Provinces. Quebec, again, is sufficiently jealous of Ontario to force herself to extra exertion in increasing her population from exterior sources; and she, too, is thoroughly sectional and grasping.

And in Nova Scotia, peculiarly our "Sister Province," we have had ample evidence both of an ability and willingness to take care of her own interests, whatever course the rest of the Dominion. New Brunswick, heretofore, has been the quiet, unobtrusive lamb of a flock which contained several belligerent members. Now she must look well to her own interests, and in this matter of Immigration, especially, must see to it that the practical working out of the Dominion policy gives fair play to all her special interests and that the funds set apart for her special interests are devoted to the furtherance of those interests and no other.

Unless the utmost vigilance be employed, we shall awake to find that the whole of the Dominion Immigration machinery has been wielded in the interests of one or two leading sections which already supply the Minister of Immigration and all the Agents through whom he works—the Minister and his Agents being alike ignorant of the wants and indifferent to the wishes of the smaller Provinces of the Dominion. It is to be regretted that facts justify these observations, but we may as well look the facts plainly in the face and govern ourselves accordingly to their teachings.

When the Union was established it was well understood that in the Civil Service of headquarters, which includes an army of officials, the Province were severally to be fairly represented, while just the contrary has been the practice. It is the same thing over again with the Immigration Agents who are to labor in Europe and induce Emigration to Canada—they are all appointed from the Upper Provinces, and the whole machinery of the Department is of similar manufacture. Under such management we need not anticipate the forwarding of emigrants to New Brunswick, unless our Local Government itself takes the matter in hand and makes a most determined effort to counteract the Ontario and Quebec influence now so overwhelmingly powerful in the Immigration Department. There is no time to be lost. The postponement of the Legislature has undoubtedly a great blunder, but the loss injury will be inflicted on Provincial interests by the Government having in readiness a thoroughly practical scheme, to be laid before the Legislature immediately on its opening. What that scheme should provide we may attempt to show in another article.

The Shipping of Yarmouth. "The Shipping of Yarmouth" is a topic which one interested in shipping is never tired of discussing. It seldom fails to evolve a variety of information. You will be told, for instance, that, in proportion to population, Yarmouth is the largest shipping port in the world,—which is probably a fact. You will be told, also, that there the business men "pull together," and that one can not be found who has not an interest in ships,—which may also be a fact. It will be added that Yarmouth ships are invariably manned by Yarmouth men, and that, from the Captain to the cook, the officers have an owner's interest in their vessel,—and this is largely correct. And it will be further remarked that from the day a Yarmouth ship leaves her home until she has sailed her last voyage, she is never seen again in Yarmouth, except in cases where her ordinary voyage brings her in its vicinity, and she is ordered home for repairs;—and in this statement, too, there is a large element of truth. It may be safely affirmed that a Yarmouth man, even a Yarmouth boy, understands the art of ship-building to perfection; that he is perfectly at home in navigation; and that nobody on earth can better estimate how much a ship ought to cost for construction or running expenses, where she can secure the best freights, what she ought to earn, and how long she ought to live. These Yarmouth people shoulder each other's shipping losses,—that is, they insure at home,—they quickly turn the steady stream of freight money, pouring in upon them, into more shipping, (when they do not invest it in fine residences, and stores, and educational institutions, and public buildings);—and they find in their own Yarmouth sufficient to engage their attention, without troubling themselves with the affairs of the remaining four or five great divisions of the globe. These remarks are called forth by the annual offering of the Yarmouth "Herald," named by a statement of shipping owned by Yarmouth on January 1st, 1878, and those at present building, as follows:—

ABSTRACT OF THE SHIPPING OF YARMOUTH. 9 Steamers, 494 tons; 23 Ships, 29,885 " 99 Barques, 64,365 " 8 Brigs, 2,332 " 22 Brigantines, 10,800 " 100 Schooners, 4,800 "

227 Vessels, measuring 65,182 tons. Increase during the past year 4,514 tons. VESSELS LOST AND SOLD DURING 1877. Lost.—Steamer Linda, 450. Ships: Mar- tian Emerson, 694; W. H. Moody, 686; Barka Sydeman, 629; Black Bros., 651; John Bright, 505; E. A. Souder, 429; Kate Smith, 409; Tropic Bird, 391; Louis Cook, 289. Brig: Brigantine, 203. Brigantines: Edward Everett, 113; Edipole, 105; Schooners: Albion, 54; Minnie, 102; Arnold, 81; Artyle, 59; Catherine, 11; Island Gem, 60; Columbia, 55; Stella, 50; Sparkling Sea, 39; Stephen, 39. Total lost—22 vessels, 6,092 tons.

Sold.—Ship Resolute, 634. Barka Howard, 507; Mrs. 488; Bark Annie M. Young, 245; Ship Henry La Blane, 94; Flash, 43; Sea Hawk, 25. Total sold—7 vessels, 9,252 tons.

There are building, or under contract in Yarmouth County, 14 vessels, the smallest 500 tons, the largest 1,400,—the whole footing up 20,560 tons, a larger quantity than she has had on the stocks at any previous period in her history. When these are completed Yarmouth will own from 110,000 to 115,000 tons of shipping, value probably for six millions of dollars. Her progress has been steadily upward, from year to year, with scarcely a check. In 1822, she owned 3,000 tons; in 1842, 13,705 tons; in 1852, 18,888 tons; in 1862, 45,198 tons; and more than doubled that quantity in the last ten years. Notwithstanding the outcry of her politicians, Yarmouth has never before been so commercially prosperous, so satisfied with the present, or hopeful of the future.

The Portland Council in Session. The "Council of Trade" and the "Council of Nice" have been heretofore mentioned, but the best Council we can boast of in this vicinity is the "Council of Portland." From the magnificently furnished Council Room of our civic dignitary in the Court House, to the plain, simply furnished room in which the Portland Council convenes, there is but a few minutes walk; yet for "solid men" the Portland people seem to have the advantage of us. Last night, we wandered thither; we entered upon this concourse of Portland Council members and discovered an intelligent, earnest, leading class of citizens trying to bring out of chaos the all-embracing School Bill. Isaac Burpee, Esq., Chairman, is taking his remedial lessons in legislation as he takes a higher flight to the Halls of the Dominion Parliament. He says not too much, and having had ample experience in his extensive business with men and their ways, leads though still willing to be led. Mr. Burpee's appearance is prepossessing. The issuing of \$8,000 debentures for school purposes was explained by Edwin Fisher, Esq., who in his earnest advocacy of the School Bill, determined that it shall have a fair trial. Mr. Fisher is no chicken, and from his intimate knowledge of large operations one could easily see that with a little help from the others, the debentures would be issued and Portland would rejoice in handsome School Houses for the accommodation of rising generation.

Mr. Snider has travelled much, has an intimate knowledge of men and things in general, but he thought a single desk and chair for each pupil, was too much; he got his own schooling on a bench and thought others could do the same. But the other members did not believe such a good looking man as Mr. Snider could be serious at that point, so he was unopposed, except by Mr. Harris, who thought there was no need of a desk and chair for each pupil. Mr. Harris represents a good Ward, and they need not expect to suffer from extravagance, as being of mature years and experience, he is an advocate of plain and simple articles of furniture, till too much expensive furniture. However, Mr. Maber is a sensible man, and will accept the situation.

Mr. Austin represents the bustle, life and activity of the Indian town, and he would like to see some improvement on the time when he had seen "a school room 14x16, with 62 scholars and a red top store in the middle."

Mr. Shaw is another Indian town man, but inclined to see justice prevail and economy exercised. Mr. Stevens hails from that section also, and helps to give the meeting a good and imposing appearance.

Mr. Williams is one of the "old school." His name is household word around Indian town and Portland, and he is progressive, and is beautifying his section of the Parish by erecting a handsome block of buildings at the present time.

Mr. W. M. Jarvis is a lawyer; he is looked upon as the legal expounder of the Convention; he says but little, but when he does speak, his words bear the impress of thought. He is regarded as a rising man. We are afraid to call him a good looking, as the ladies might call it into their heads to visit the Council meetings, but we are of opinion that all the members are married. We state this as a precautionary measure.

Take them all in all, the Portland Council, free from the exuberant youths who infest the St. John Common Council, is a high-toned, grave, deliberating, sensible body of men, and, under their influence, Portland ought to increase in size, population and beauty.

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American Testimony to English Sympathy for the Royal Family. (London Correspondence of the New York Times.) I wrote last week a monetary opinion of a telegram announcing the Prince's death. As you know, he has mounted the threatening crisis and is now pronounced to be in a fair way of recovery. The country that has been so long in the thought of the oppress, which people feared they might have to breathe with the Christmas holly, will give a deeper glow to the thankfulness of the season.

All last Saturday night, the event of St. Paul's were in waiting to toll the great bell, which has the melancholy privilege of announcing the death of royal personages. Similar preparations were made throughout the country, and a false intelligence, usually received, that the Prince had died, the bells were actually tolled and funeral services were held in many places. The Prince's death, as we have had mocked their intention. The fluctuations in the sick man's condition are so rapid, and so uncertain, that I need not speak, for I may assume that these things have been fully reported in your country. I repeat, however, that I need not speak, for I may assume that these things have been fully reported in your country.

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The Great Fire at Richmond Depot.—Probably Loss \$100,000. Says the Halifax "Citizen" of Saturday.— Last evening the Railway Round House at Richmond, together with all its contents, consisting of eleven, twelve or thirteen locomotives, a car load of coal, and other materials, the value of which, it is estimated, is about three hundred thousand dollars, was destroyed by fire. The origin of the fire is not positively known. It broke out in the foreman's office about seven o'clock in the evening, and it is supposed that it was caused by the ignition of some combustible material near the stove.

Several men were engaged in the building at the time, but all their efforts to subdue the flames proved unavailing. The large quantities of oil used in cleaning the engines added ten-fold intensity to the heat, and caused the flames to spread with the greatest possible rapidity. The fire quickly penetrated into the partitions in the interior of the building, and caught the wooden roof, and soon the whole building was in a blaze.

The dense fog which enveloped the city at the time prevented the citizens from viewing the conflagration, which lighted up the immediate vicinity. The alarm was, however, quickly given, and the firemen, with their engines and hoses, were soon on the spot, and, considering the muddy streets and other adverse circumstances, was possible. They were, however, too late to offer any material opposition to the flames. They were, however, too late to offer any material opposition to the flames.

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BY TELEGRAPH.

(SPECIAL TELEGRAMS TO THE DAILY TRIBUNE.)

From Ontario.

McKELLAR RE-ELECTED.—INCENDIARISM.—LIBEL SUIT. (Special Telegrams to the Daily Tribune.) Toronto, Jan. 8. McKellar was elected Saturday without opposition.

An attempt to start a fire by means of petroleum yesterday was discovered in time. The houses open to-day. Among cases is a criminal libel suit; McCreary, City Reporter of the Daily Telegraph, against Dadds, publisher of the Sporting Times.

British and Foreign.

DETAILS OF FISK'S FUNERAL.—THE BODY LYING IN STATE.—SHOCKING SCENES IN ITS VICINITY.—DENSE CROWDS IN THE FRIE OFFICES AND IN THE STREETS.—THE RELIGIOUS SERVICES AND PROCESSION.—STOKES DEFENDED BY JOHN GRAHAM.—THE MURDER BEFORE THE CORONER.—RESOLUTION OF THE FREE TRADERS.—LIVERPOOL MERCHANTS FAVOR CUNARD LINE.—THE NEW ORLEANS DIFFICULTIES.—LONGSTREET COMMANDS THE STATE FORCES.

New York, Jan. 8. For three hours to-day, from eleven until two, the Grand Opera House was surrounded and besieged by a curious crowd, attracted by the public exhibition of the remains of James Fisk, Jr., within, and the pomp of a great military funeral without.

It numbered many thousand people, and included some of the very roughest of New York rascals, with many respectable men, women and children.

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WHITE WOOD GOODS,

In a variety of patterns, WITH NEW BRUNSWICK, NOVA SCOTIA, AND CANADA SCENERY.

These Goods were gotten up especially for this market, and are well worth an inspection.

T. H. HALL,

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Invites inspection of their very large and carefully selected

STOCK OF SUNDRIES,

Toilet Articles for ladies and gents,

PERFUMES,

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LARGE ASSORTMENTS BY

Fancy Woollen Goods,

POMADES, AND

FANCY SILK DRESSES,

Other Hair Preparations,

BRUSHES,

of finest manufacture and finish.

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In Gutta Percha, Genuine Buffalo Horn, Ac.

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Artists' Colors, SUPPREN,

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Watches, Clocks and Jewelry FOR THE HOLIDAYS.

Call and See our Prices.

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For Invalids—highly recommended.

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Sheet Wax, In White and Fancy Colors.

OIL TUBE COLORS, CAKE COLORS, Sable, Camel, and all sorts of Artists' Brushes

PREPARED CANVAS, Great Variety Colored Powders, DIAMOND DUST, BLOOM,

Bronze Wire, Crayons, COLORED PENCILS, Ac. Ac.

Also, a large assortment of Altkinson's, Goodell's, Lockhart's, Herring's, Chavert's, and other

PERFUMES, AROMATIC CACHOUS, Latest Style, Ac.

HAIR BRUSHES, FANCY SOAPS, COMBS, Ac. Ac.

ALL FOR SALE AT MODERATE PRICES.

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VAASES, Silver Topped Smelling Bottles,

Paper Machie Ink Stands, ODDER CASES,

GLOVE BOXES, PORTFOLIOS,

Work Boxes, Tea Caddies, Ac. Ac. Ac.

Gent's Dressing Cases; Ladies' Dressing Cases;

PORTMONIES; PURSES; POCKET BOOKS;

Fancy Pipes; Choice Perfumery; Toilet Soaps;

HAIR BRUSHES, in Iron, Bone, Buffalo Horn, Shell and Wood; Winer & Newton COLOR BOXES; and a great variety of SUNSHINES.

For sale at low prices by

T. B. BARKER & SONS, 35 King Street.

NEW PLATED WARE.

Received To-Day.

BUTTER COOLERS, CARD RECKONERS,

CAKE BASKETS, TEA SERVICES,

WATER PITCHERS, Ac

PAGE BROS., 41 King Street.

CHRISTMAS CARD.

THE CONTRACTOR

Sealed Tenders, addressed to the Inspector

of Post Office, and marked "Tender for

the construction of a new Post Office at St. John, N. B., will be received at the Post Office, St. John, N. B., until 12 o'clock, noon, on WEDNESDAY, the 27th day of DECEMBER, 1871.

The successful tenderer shall be bound to execute the work within the time specified in the contract, and to complete the same by the 1st day of FEBRUARY, 1872.

The contract shall be made on the terms and conditions specified in the contract, and the successful tenderer shall be bound to execute the same in accordance with the same.

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Intercolonial Railway.

THE Commissioners appointed to construct

the Intercolonial Railway, give notice that

they are prepared to receive tenders for the

erection of Freight and Passenger Buildings at

Little Falls, River Falls, Iron Mines, and

Debert; also, Buildings for Fire Stations at

Nyanza Road, Manilla Road, Salt Springs,

Greenville, Purdy, Folly Lake, and Ingonish;

also, for Tank Houses at Little Falls, Salt

Spring, River Falls, Greenville, Folly Lake,

Iron Mines, and Debert, on the Nova Scotia

District of the Railway.

Plans, specifications, and forms of Tender may

be seen on and after the 15th day of January,

at the Railway Office at Montreal, Quebec, and at the

Office of the Chief Engineer, Ottawa, and at the

Office of the Commissioners at Montreal, Quebec, and at the

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GOVERNMENT RAILWAYS!

1871-2. Winter Arrangement. 1871-2

On and after MONDAY, 4th December next,

Trains will run as follows:

GOING EAST.

No. 1 Will leave Saint John for Shediac at 9 a.m.

No. 2 Will leave Saint John for Petrolia at 9 a.m.

No. 3 Will leave Saint John for Sussex at 9 a.m.

No. 4 Will leave Petrolia Junction for Amherst at 3 p.m.

GOING WEST.

No. 1 Will leave Sussex for Saint John at 9 a.m.

No. 2 Will leave Shediac for Saint John at 9 a.m.

No. 3 Will leave Petrolia for Saint John at 9 a.m.

No. 4 Will leave Amherst for Petrolia Junction at 9 a.m.

No. 5 Will leave Amherst for Petrolia Junction at 9 a.m.

No. 6 Will leave Amherst for Petrolia Junction at 9 a.m.

No. 7 Will leave Amherst for Petrolia Junction at 9 a.m.

No. 8 Will leave Amherst for Petrolia Junction at 9 a.m.

No. 9 Will leave Amherst for Petrolia Junction at 9 a.m.

No. 10 Will leave Amherst for Petrolia Junction at 9 a.m.

No. 11 Will leave Amherst for Petrolia Junction at 9 a.m.

No. 12 Will leave Amherst for Petrolia Junction at 9 a.m.

No. 13 Will leave Amherst for Petrolia Junction at 9 a.m.

No. 14 Will leave Amherst for Petrolia Junction at 9 a.m.

No. 15 Will leave Amherst for Petrolia Junction at 9 a.m.

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No. 18 Will leave Amherst for Petrolia Junction at 9 a.m.

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No. 25 Will leave Amherst for Petrolia Junction at 9 a.m.

No. 26 Will leave Amherst for Petrolia Junction at 9 a.m.

No. 27 Will leave Amherst for Petrolia Junction at 9 a.m.

No. 28 Will leave Amherst for Petrolia Junction at 9 a.m.

No. 29 Will leave Amherst for Petrolia Junction at 9 a.m.

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