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THIS EVENING—RICHELIEU. Mr. Edwin Booth.

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THIS EVENING—CENTRAL PARK. Mr. Lester Wallack, Mr. Frederic Robinson, Mr. John Gilbert, Mr. Charles Fisher, Miss Madeline Henrique, Mrs. Vernon.

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THIS EVENING—MASTER OF RAVENSWOOD. Mr. Geo. Jordan, Miss Rose Eytinge.

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THIS EVENING—THE STRANGER—THE HONEYMOON. Mr. E. L. Davenport.

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THIS EVENING—MYSTERIES OF PARIS—JOCKO, THE BRAZILIAN APE—THE PACHA'S PETS. Miss Fanny Herring. Mr. G. L. Fox.

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His entire Stock, consisting of
MUFFS, COLLARS, COLLARETTES,
PELERINES, BERTHAS, and TALMAS in
SABLE, ROYAL ERMINE, MINK,
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New-York Daily Tribune.

THURSDAY, DECEMBER 13, 1866.

☞ *The literary notices appear on the sixth page today, and comprise reviews of Bayard Taylor's Picture of St. John, and Lowell's Biglow Papers. On the second page will be found a report of the Coroner's inquest on the Division-st. catastrophe, the West Point Military Academy Report, meeting of the Metropolitan Fire Commissioners, the Court Reports and Calendars, and the Markets.*

The Governor of Georgia has vetoed the Stay law, and the lower House of its Legislature voted down a Bankrupt bill.

Recorder Hackett charged his jury yesterday to inquire into the crime of building unsafe houses. The city is filled with such houses, and we hope some of their innocent occupants may be on the jury.

Instructions to cause the arrest and detention of offenders till such time as they can be tried by the Civil Courts, are reported to have been issued by the War Department to the military commander in South Carolina.

We have heretofore called attention to the superior comfort and safety of the Nicolson pavement. The only question is as to its durability, and on that point our readers are referred to the communication in another column.

The State Senate Committee had another sitting yesterday to consider plans for the relief of travel in the city. Half a dozen plans, comprehending traverse of Broadway by railroads elevated and depressed, and by tunnel, were reviewed fully. The Committee is expected to report in favor of one of them.

Several sections of the bill regulating the appointing power have been agreed to by the house. An amendment offered by Mr. Williams, to the effect that heads of departments should appoint their assistants, subject to the approval of the Senate, was rejected by Nays 81, Yeas 76.

We print a sufficiently full abstract of the report made to the Secretary of War by the Board of Visitors of the Military Academy at West Point. The worthy gentlemen composing the board submit various suggestions for the improvement of the institution in unimportant details. A board has yet to be summoned which will insist that West Point shall be revolutionized into usefulness or out of existence.

The debate on Mr. Cowan's amendment to strike out the word "male," in the District Franchise bill, was continued in the Senate yesterday, Mr. Brown of Missouri favoring Universal Suffrage without limitation of sex, and Messrs. Doolittle and Garret Davis taking the opposite ground. The amendment of Mr. Cowan was defeated by Nays, 37; Yeas, 9; but the Pennsylvanian has achieved what we presume he considers a success by delaying for two days the progress the Suffrage bill to a vote.

The bill to repeal the provisions of the law of 1790, so as to prevent treason and capital offenses from being barred by the statute of limitations, came up again yesterday in the House. It gave occasion to a very irrevelant speech from Mr. Rogers, who said that "the President would go down to history as one of the brightest jewels that had ever illumined the country," and sat down at last quite extinguished by the laughter of his hearers. The bill, after more serious opposition, was recommitted to the Judiciary Committee.

TRANSATLANTIC STEAMSHIPS.

Since the war ended there have been two, and only two American passenger steamers plying regularly between New-York and any European port. Those two were the Arago and Fulton, which this morning are advertised for sale on the 22d. As these vessels are put up at auction for the avowed reason that the line does not pay, we presume they are not likely to be again started for Havre. With their sale, the American flag, so far as it covered any passenger traffic between Europe and America, will have disappeared from the ocean. A nation which claims to be almost the first in its mercantile marine seems about to withdraw from all competition for the very large and profitable business which steamers under other flags are doing between the two continents. The Germans, who are not a great maritime people, have two lines, the French one, the British four. America contents herself with a coasting trade in steam, and with sailing vessels on the ocean.

We don't think it necessary to go deep for the causes of this foreign monopoly of American trade. If American commerce generally had not been hunted on every sea by Anglo-Rebel cruisers through four years of recent war, it is needless to say we should to-day have had a much larger tunnage. It is possible we might have reckoned also one American among the transatlantic steamship lines. We will not deny to Great Britain the credit of foresight in her neutral policy. Her shipbuilders and owners who backed up the treacherous diplomacy of Earl Russell with material support to the naval interests of his Confederate clients, well understood the value of the marine monopoly they intended to create. Nor need we recall the disastrous history of the Collins line, although we presume its ill fortune has done much to discourage efforts that otherwise would have been cheerfully made. What we desire to direct attention to is the great opportunity still open to American capital, enterprise, and skill.

Of the seven lines of steamships now running between New-York and various European ports, the Cunard has long had the preference among American passengers. Years ago it attained such a preëminence that it believed itself able to defy competition. The successful establishment of other lines has not destroyed its prestige here any more than in England, where the Cunard fleet divides with the royal navy that reverent admiration which your true John Bull delights to cultivate for British oak and iron. Yet, we think it might be easy to show that the Cunard line, unless thoroughly reformed, would not long remain a formidable rival of a well organized American line. It is not even necessary to take it for granted that Americans would, as a matter of patriotic pride, prefer to sail in an American ship. Other things being equal, they might, but other things being unequal they probably would not. A sea voyage, at the best, is so irksome to most people that they will naturally choose the least uncomfortable ship, and, while they may prefer to see the stars and stripes hoisted at the mizzen when a sail is in sight, they will hardly rate that enjoyment so high as the daily and hourly comfort of a tedious voyage. They will go in a British ship, if the British has a better table, better staterooms, better attendance, better management, and a better reputation for speed and safety than the American. Reverse the conditions, and the public will in the end reverse its judgment. Herein lies the the hope of a prosperous future to some American steamship company. The Cunard will be their most powerful rival, and the Cunard ships can easily be surpassed in every particular above mentioned. A line of American ships can be economically and profitably managed, and yet be better built, more conveniently arranged, furnish superior accommodations and a better cuisine than the Cunard, and at least an equal assurance of a safe and quick voyage to Liverpool.

The truth is, the Cunard line is living on its reputation, and whatever it may once have been, is no longer well managed. The public which patronizes it with unparalleled liberality is imposed upon with unblushing effrontery. This company trades upon its reputation for speed, yet it keeps afloat such arks as the Asia, which has just made a fourteen days' passage from Liverpool to Boston. It is believed to be a safe line, and justifies its claim to confidence by putting forward as one of its two fastest vessels a craft that in ordinary Winter weather has to be nursed across the Atlantic by a captain too prudent to carry steam in worn-out boilers, or to strain his weakened ship by more than 13 revolutions of her too powerful engines. This line has for the most part avoided accidents, or has had great success in keeping its mishaps out of the newspapers, but those may judge between skill and luck who remember the Europa collision; who remember how near a certain ship once came to Cape Race; who remember the Arabia pushing her way into a field of ice till it became not quite certain whether she would succeed in backing out of it; who remember the Persia on her first voyage racing against the Pacific and coming into port with her bows stove in by a collision with an iceberg; and who happen to have heard that the Scotia this last Summer narrowly escaped being sunk in the harbor of Queenstown by a collision invited by the obstinacy of Capt. Judkins on a matter of marine etiquette. We have a great respect for marine etiquette, but we doubt whether the 250 passengers on the deck of the Scotia at that moment cared whether the Scotia or the England put its helm a-starboard, when both seemed likely to go to the bottom.

The Cunard ships are built, in respect to passenger accommodation, on one model, and whatever effort may have been made to improve the sea-going qualities of the vessels, the invention of the architects who designed their saloons and staterooms was exhausted with the first effort. The airy and well-lighted rooms on the upper deck, familiar to passengers on other lines, are unknown on the Cunarders. Abundance of clean bed linen and towels is unknown. The table is bad. A good cuisine would be bad if served as a bad one is served on the best of these British steamers. The cooking is that of a third-rate London hotel, and the services of a first-rate French artist would not make bad tea into good, nor chicory into good coffee, nor cheap vegetables into savory dishes. We have heard that in these matters some of the existing lines are much more liberally and decently ordered; we are quite sure they cannot be much worse. And these details are what make an Atlantic voyage comfortable or ridiculously miserable. Dr. Johnson said a voyage was like a prison, with the additional chance of being drowned. If the Cunard line had been in his time, he might have added, with the certainty of needless annoyance and petty miseries inflicted by a wealthy company upon the passengers who have too long patiently contributed to swell its enormous profits at the cost of the ordinary decencies and enjoyments of hotel life. We are quite sure a good American line would soon find its advantage in improving on the Cunard management.

THE NEW-YORK CENTRAL.

The report of the New-York Central Railroad Company, made pursuant to laws of the State, shows that the cost of the road and its equipment amount to over $24,000,000, and that the aggregate total length of equivalent single track on lines owned and leased by the Company is over 1,133 miles. It employs 276 locomotive engines and about 5,000 cars of one kind or another. During the past year it earned more than $14,000,000, and has paid more than $1,500,000 in dividends out of net earnings of over $2,000,000. In 13 years its earnings by passengers, freight, and from other sources are stated at $117,000,000, the column of yearly increase footing up over $9,000,000 against a slight decrease of little more than $1,500,000. The capital stock of the company is $24,801,000. These figures will suffice to indicate the vast wealth and control of a railroad monopoly which, by bands of iron, holds a good part of the State of New-York in its grasp, and to some extent rules the whole.

The yearly meeting of the stockholders of this great road has an interest in some respects little inferior to the assembling of a Legislature. The election of a President of the road requires as much caucusing as that of a United States Senator or a nomination in a State Convention. Few Legislatures that assemble have so much power of a certain kind as this great dumb-working monopoly. The late contest among the embattled stockholders for a President of the road, vice Dean Richmond, deceased, has been as exciting as in any former years. The death of that able, shrewd and unscrupulous railroad politician opened a debate for the succession, in which colossal sums of money, representing the largest stockholding wealth of the State, appear to have taken the place of all other arguments. As will be seen, several important changes have been made in the government of the road, which has passed out of the hands of its old and not too-honest dynasty. Yesterday, in a large meeting of the stockholders, and after a full caucusing on both sides of the question, Henry Keep of this city was chosen President, and William G. Fargo of Buffalo, Vice-President. Mr. Keep was the candidate of the city and foreign stockholders, and, we understand, is a Republican. Mr. Fargo is a veteran Democrat, and the head of the American Express. These two gentlemen were elected by a vote representing nineteen millions of capital, three-fourths of which was pledged to them, the rest voting for Mr. Samuel Sloan or Erastus Corning. All parties seemed to have made up their minds early that Commodore Vanderbilt and his reported scheme to sell the Hudson River and Harlem Roads to the Central, thus making a monster monopoly for some king of monopolists to ride, should be defeated. The election of Messrs. Keep and Fargo was overwhelming, and the political ascendancy in the affairs of the road definitely decided by a showing of capital. We hear it reported that 60 per cent of the stock is now in the hands of Republicans. It would be a criminal negligence that could permit a road thus owned to be engineered any longer in the interests of the Democracy. We hope the day of corrupt control over its finances and of mischievous political mismanagement may be near its end. We no more want the Central Republican than Democratic. We want it run without any politics, for the benefit of the public and to the honest profit of its stockholders.

The evacuation of the large Mexican towns by the French troops is now rapidly progressing. The seaport town of Mazatlan was left by them on the 11th of November, when some hard fighting took place, the French losing heavily in men and officers. The Republican Government now again holds possession of all the important ports on the Pacific, except Tepic. San Luis Potosi was to be evacuated on the 22d and Zacatecas on the 27th of November. In no case, thus far, have the Imperialists made an attempt to hold an important town after the departure of the French. Maximilian, having received $25,000,000 from the clergy, with a pledge of an equal sum for every following year, as well as $10,000,000 from the merchants of Mexico, has issued a proclamation declaring that he will stay in the country and shed the last drop of his blood for the defense of the Mexican nationality. It is scarcely expected that this proclamation will retard the repossession of the whole country by the Republican forces. The report that Porfirio Diaz and Ortega had given in their adhesion to the Empire deserves no credit whatever.

SAVE OUR WOOLEN MANUFACTURES.

We invoke the attention of the Finance Committee of the Senate especially, and that of every member of Congress who loves his country, to the facts in the following letter, written by a New-York woolen manufacturer to a gentleman in Washington:

NEW-YORK, Dec. 3, 1866.

DEAR SIR: Extensive failures are the order of the day. In Newark, N. J., one mill of 4 sets is to be sold out. The only other woolen mill there closed on Wednesday last, to start again as an 8 set when—*there is a change*. The people are in want of help and employment.

At Franklin, the Yantico mill is stopped—6 sets. One mill of 5 sets is yet struggling on there. So half of the people there are idle. At the Mohawk there are 20 sets; only 15 sets are running, and the proprietors have decided to let them go down to 10. The Montana mill at Cornwall, N. Y., a little over one year ago, cost $145,000. It contained 8 sets of cards and all machinery complete, had 80 acres of land, 10 large tenant houses, school-house, &c. It has been sold for $52,000. Punishment for American enterprise! Failures are taking place every day, and stoppages are on the increase.

Now, Sir, the flood of importations must be stopped, or the great American woolen interest will break. Is n't our case a hard one? No class of men stood more stanchly by the Government in the war than we. We are willing now to be taxed to pay the nation's debt, if the Government will only enable us to do so. Think of it! We to-day sold cassimeres fresh out of the mill for $1 10 that cost $1 50 to make. One year ago these goods brought $2 25—the Government got 13½ cents, and now it will get 5½ cents; wages as high as ever, dye-stuffs as high as ever, silk higher than ever—because our silk-mills have stopped—"fine-wove" being 65 to 70 cents per lb.

I do hope and pray that Congress will give us immediate relief. I am not a beggar, and am not going to be one; for if I lose my whole woolen interest, I have enough wild land in the West to raise food on for myself and family. I can stand the loss of my manufacturing investment, and yet get something to eat. But I can't bear the idea that all our small woolen manufacturers shall be broken up, and families sent adrift, because the Government won't give them protection against British importers, and will insist on taxing them. People say to me: "Why don't you cut your help down?" My answer is: "Who will feed them this Winter? Will you do it?" Of course they say "No." I say I will either run my mill or shut it up. I won't crowd working people who are as poor as Job's turkey. I mean to fight it out on this line, if it takes all Winter. I will run or shut up—not cut the laborer down. Woolen imports $78,000,000 in gold! That's what ails us, and nothing else. Can't the Government learn that it can't eat the cake and have the penny, too? And then, on top of all, the awful swindling of the revenue and the awful oppression of us through false invoices. Oh, why don't Congress put an end to all this—why won't they help us?

Gentlemen of the Finance Committee of the Senate, this is no fancy picture. It represents the condition of the woolen interest throughout the country. It is perishing of foreign importations. In the names of the hundreds of thousands of men, women, and children whose bread for the coming Winter depends upon the profitable running of our cloth-mills—in the behalf of the enterprising capitalists who have embarked their fortunes in woolen machinery—in the names of our wool-growers, and for the sake of our revenues, we demand of you to speedily apply a remedy to the evils which threaten a national disaster. You have that remedy at your hand. Report the House Tariff bill which the Senate unwisely hung up in your Committee Room last July, and urge its immediate passage. The rates of duty on wool and woolen goods, with the classification of both, contained in that bill, will save the country from the misfortunes of a stoppage of its woolen manufacture, and save the political party responsible for your legislation from the dread accountability to a considerable portion of the people, for taking from them their daily labor and their daily bread. We entreat you to pass *that* bill.

THE END OF THE SLAVE-TRADE.

There is one short passage in the Report of the Secretary of the Navy, just presented to Congress, which, probably overlooked amid the imposing details given in that document of the strength of our naval arm, and the movements of our squadrons in different parts of the world, merits, we think, particular notice. It is this:

"But one slaver has been fitted out on the southern coast of Africa within the past year, and she has been captured on the coast of Cuba with her cargo. It was the opinion of prominent officials at Loanda, including the French Admiral on that station, *that the slave-trade had expired, and that this blot on civilization had become at last a matter of history.*"

We also find the following in the Report:

"The vessels on the West India station were instructed to exercise vigilance in detecting slavers and preventing the slave-trade, provided any lingering remains of that nefarious traffic still existed. But no captures have been made, *and it is to be hoped this infamous trade is extinguished.*"

So, it would appear, it is to be the happiness of the present generation to witness the last of one of the greatest curses with which humanity has ever been afflicted—the extinction of the "sum of all villainies." The history of the African Slave-Trade, like the prophet's roll, is "full of lamentations, and mourning, and woe." It is a history whose every page has been saturated with tears and blood. One of the most hopeful and cheering signs of the times is the fact that the last page of that dreadful history has been written, and that Christian civilization is to be redeemed from the abomination and disgrace of man-stealing, and of the cruelties and horrors of the "middle-passage." The future historians of this country will record with pride the fact that, simultaneously with our struggles to save liberty in the Republic, the nation became more earnest than ever in protest against this abomination, and more active in efforts to suppress the wicked trade.

Spain is now the only Power from which any attempt to revive the traffic in human flesh and blood may be apprehended. But she, too, will be compelled to yield in this matter to that enlightened public opinion which has forced other nations to abandon the nefarious business. She is under treaty obligations with Great Britain to suppress the traffic, a sum amounting to nearly half a million of pounds sterling having been paid to her for that purpose. The terms of the treaty in question have been shamelessly violated by Spain, who for years past has tacitly given every encouragement to the man-stealers of Cuba in the prosecution of their inhuman enterprise. Previously to our late civil war, the slave-trade to Cuba was carried on in great measure under cover of the United States flag; but the treaty made with the British Government by President Lincoln's Administration, for the more effectual suppression of the traffic by means of concerted action between the United States and England, renders it impossible for the Spaniards any longer to find impunity under the shelter of our flag; and the vigilance of cruisers, as the Secretary's report shows, has done the rest, the trade being already virtually extinct. And Spain, we repeat, cannot revive it; for independently of that extraneous pressure, which, on the question of Negro Slavery, must eventually drive her into the right path, a wholesome sentiment is springing up in her own bosom. Madrid has its Abolition party, active, earnest, and enthusiastic; Cuba, too, has its Abolitionists; and there are facts showing that the Spanish Government is feeling sensibly the moral pressure arising out of the events of the last five years in this part of the world. The abolition of Slavery in Cuba is only a question of time, and we think we see already "the beginning of the end."

We understand the bakers are taking a lively interest in the Unsound Flour question, and are already making preparations for an appeal to the Governor and the Legislature at its approaching session, for a revival of the Inspection laws under a judicious and faithful inspector. They say no reliance can be placed on the character of the dealers or on the appearance of the flour. Dealers and bakers are often deceived: the usual tests are unreliable, and baking the flour is the only certain criterion they have of determining its quality, so dextrously do the millers sprinkle in and mingle up the unsound with the sound material. The bakers send it back when they find it unsound; and the dealers, who profess to sell none but good flour, expect them to do so.

Complaint of short weight is frequently made. An experienced inspector, when he puts his rod into a barrel of flour, can generally determine whether it is full weight or not. When in doubt, he weighs it, and either fills it up at the expense of the owner, or marks it light, and refuses to pass it as merchantable. The bakers generally who desire to use only good, sound flour, will sign a memorial for an inspectorship. That, it is believed, will comprise the great body of the trade, for it cannot be that any approach to a majority of them can desire to use unsound flour and palm it upon their customers.

A PARLIAMENT IN EGYPT.

A recent cable dispatch surprised us with the news that the Egyptian Parliament had been opened by the Viceroy, and a few days later we were informed that the Egyptian Council had eulogized the officers of the Egyptian army which is fighting against the insurgents of Candia. Thus, it seems, Parliamentary rule is establishing itself among the Mohammedans in the far East, a reform the importance of which, if it proves a success, can hardly be overestimated. Nothing can be better calculated to break down the fanatical conservatism of the Mohammedan world, with its more than 100,000,000 inhabitants, than the successful working of modern institutions in one of their own countries.

The land of the Pharaohs and Ptolemies was well qualified to become the pioneer of constitutional reform among the adherents of Islam. Though a dependency of Turkey, it is comparatively the most progressive and most prosperous of the Eastern countries. The glories of the past have never lost altogether their inspiriting influence, and the residence in the country of numerous scholars and merchants from the more civilized portions of the world has not failed to diffuse an interest in political and social improvements. Alexandria has grown with a rapidity not exceeded by any city in Europe, and is now one of the first commercial cities of the Old World, with a population of 400,000; while the progress of the Canal of Suez has opened the eyes of the Government and the people to the highly advantageous position of their country.

The founder of the ruling dynasty, Mehemet Ali, an Albanian adventurer, who was elevated to the post of Pasha of Egypt in 1805, was known as an enlightened and energetic reformer. He thoroughly reorganized the army and navy and the entire system of administration, and would have achieved a complete independence of Turkey but for the interference of the European Powers who were anxious to avert the overthrow of the Ottoman Empire. He died in 1849. The fourth son of Mehemet, Said Pasha, who reigned from 1854 to 1863, carried out the enlightened plans of his father, with some modifications of certain objectional features by which they were defaced, and under his auspices Egypt steadily advanced toward a higher position among the nations. The present ruler, Ismail Pasha, a grandson of Mehemet, and a son of Ibrahim Pasha, the celebrated soldier, is likewise a friend of reform, and has now crowned the work of his predecessors by granting a Constitution. The fact of a Constitution having been allowed to Egypt is, in itself, a matter of great curiosity; but what is still more remarkable is its liberal basis. The Viceroy, without any outside pressure, grants, indirectly, universal suffrage, and places the native Christians (the Copts) on an equal footing with the Mussulmans—a liberality which may well shame most of the European Governments.

The present population of Egypt is estimated at 5,000,000, of whom about 150,000 are Copts, and 15,000 domiciled Europeans. Its commerce is rapidly growing—the exports to Great Britain alone amounting in 1864 to £19,000,000. The weakness of all the neighboring countries gives to the ruler of Egypt an opportunity for building up a large empire, which energetic men like Mehemet Ali and Said Pasha will, in the course of time, not fail to turn to advantage.

RICHARD H. DANA, JR., begins to-day at the law school of Harvard College, a course of lectures on International Law, which he will deliver on Thursdays of each week during this and the following term. The immediate importance of the subject, the wide range of topics to be discussed, and the eminence of the lecturer, will make this course unusually interesting and valuable.

ARMY GAZETTE.

MUSTERED OUT.

Capt. William Shields, Unassigned V. R. Corps, from Dec. 4.

PUNISHMENT IN THE ARMY.

General Orders No. 95 of the War Department, dated Dec. 10, are just issued and read as follows:

Paragraph 895 Revised Regulations of the Army is hereby modified to read as follows:

The legal punishment for soldiers, by a sentence of court-martial according to the offense and the jurisdiction of the Court, are death, imprisonment, imprisonment on bread and water diet, solitary confinement, hard labor, forfeiture of pay and allowance, discharges from service, reprimands, and when non-commissioned officers, reduction to the ranks. Periods of confinement shall not exceed six months, and in aggravated or repeated cases of desertion, shall not exceed one year. Solitary confinement or confinement on bread and water shall not exceed 14 days at a time, with intervals between the periods of such confinements not less than such periods, and not exceeding 84 days in one year. Enlisted men for purely military offenses, shall not be sentenced to confinement in a State prison or penitentiary, and when soldiers for other than military offenses are sentenced to confinement in a penitentiary, they will be dishonorably discharged the service in the order promulgating the proceedings of the Court. Ball and chain shall not be used as a punishment. Ordnance sergeants and hospital stewards, though liable to be discharged, shall not be reduced, nor are they to be tried by regimental or garrison courts martial, unless by special permission of the department commander.

CANADA

BY TELEGRAPH TO THE TRIBUNE.

QUEBEC, C. E., Dec. 12. The French Government have given 1,000 francs to the relief fund.

On Friday last the railway station at St. Jean Pont Joli was burned. Station Master George Johnson, his son aged 8 years, and daughter aged 3 years, perished in the flames. Mrs. Johnson leaped from an attic window and was severely injured.

It is supposed that the fire was the work of an incendiary.

The editor of *The Quebec Daily News* was assaulted yesterday by a crimp named Ward for denouncing "crimping" in his paper.

TORONTO, C. W., Dec. 12.—*The Globe* of this morning contradicts the statement reported to have been made to the Fenian Senate that Roberts had sent funds to provide for the Fenian prisoners, as none have been received here from such a source.

OTTAWA, Dec. 12.—Game is reported to be very plenty this season on the Upper River. It is stated that one hunter shot 10 moose deer on a recent trip.

PORT HOPE, C. W., Dec. 12.—The navigation of Lake Ontario is about closed. The steamer Corinthian and a number of schooners are laid up here.

Exports at this port for November, $256,000.

POLITICAL

BOSTON MUNICIPAL ELECTION.

BY TELEGRAPH TO THE TRIBUNE.

BOSTON, Dec. 12.—At the municipal election on Monday there was a tie on Councilman in the Third Ward, the candidates being E. R. Merritt, Republican, and R. S. Brown (colored), Democrat.

A new election took place to-day, and after a spirited contest Mr. Merritt was elected over his colored Democratic competitor by 28 majority.

THE NEVADA SENATORSHIP.

BY TELEGRAPH TO THE TRIBUNE.

SAN FRANCISCO, Dec. 12.—Advices from Nevada are to the effect that the reëlection of Senator Nye is almost certain.

EXTENSIVE BURGLARY IN SEVENTH-AVE.

About 1 o'clock on Monday morning a party of burglars forced an entrance into the pawnbroking establishment of E. Koon & Co., located on the second, third and fourth floors of No. 384 Seventh-ave., through the scuttle on the roof. In March last a similar attempt was made by thieves, and since that time the proprietors have so strengthened the doors and scuttle as apparently to bid defiance to burglars. Beneath the scuttle was an iron door, with supports resting in solid masonry. The supports were loosened by means of powerful jimmies, and then torn from their fastenings. The windows of the various apartments opening into the hallways were defended by heavy iron bars. Descending to the second floor, where the more valuable portion of the articles pledged were kept, the thieves wrenched the bars from one of the windows mentioned, and passed a small boy through the aperture. The fastenings of the door were removed by him, and the thieves then entered the apartment.

They first attempted to open the safe by drilling around the lock, but the receptacle refused to yield to their efforts, and being probably afraid of arousing the inmates on the first floor they did not attempt to blow it open, and ceased all further attempts upon it. Finding themselves foiled in this direction, the intruders turned their attention to the other articles in the place, and after helping themselves to about $3,000 worth of watches, jewelry, ladies' wearing apparel, and other articles, made their exit in the same manner as they entered. No arrests have as yet been made, nor has any of the stolen property been recovered.

THE SOUTHERN STATES.

MISSOURI.

THE EFFECT OF GOV. FLETCHER'S PROCLAMATION AGAINST BUSHWHACKERS—THE SENATORIAL QUESTION—MATTERS AT ST. LOUIS.

BY TELEGRAPH TO THE TRIBUNE.

ST. LOUIS, Dec. 12.—Gov. Fletcher's proclamation has created a panic among the Conservative leaders in the disaffected counties, and they are eating humble-pie gladly. Matters were being carried to such a pitch in certain localities that Union men were actually fleeing for their lives.

The report is circulated that shipments of stores to troops on the Plains has been stopped