SAINT JOHN, N. B., APRIL 21, 1873

EVERITT & BUTLER,

WHOLESALE

Dry Goods Merchants and General Clothiers

DESIRE to inform their Customers and the Country Trade in general that they have no ready for inspection

Full Lines of a Most

ATTRACTIVE STOCK

IN EVERY DEPARTMENT,

We offer our Goods on the most liberal terms to Cash and prompt paying dealers and at the LOWEST LIVING PROFITS.

55 and 57 King Street.

apr 21

DR. J. E. GRIFFITH, DENTIST,

Office Union St., Near Germain,

SAINT JOHN, N. B.

ARTIFICIAL TEETH INSERTED IN THE BEST MANNER.

SPECIAL ATTENTION GIVEN TO FILLING AND PRESERVING THE NATURAL TEETH. dec19—1y

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

SUPERIOR LIGHT HOMESPUNS,

And UNION GREY FLANNELS

Suitable for Summer use, and VERY CHEAP.

IN STOCK:

All Wool Twilled Flannels and Tweeds

ALSO:

FIRST CLASS COTTON WARPS.

The above named Seasonable Goods are all of SUPERIOR QUALITY, manufactured from the very best materials, and warranted to give satisfaction.

ORDERS FROM THE TRADE RESPECFULLY SOLICITED.

Warehouse—Reed's Building, Water Street.

mar 20—1yd&w J. L. WOODWORTH, Agent.

Stock's Extra

STOCK'S EXTRA MACHINE OIL

MACHINE OIL!

For the use of SAW and GRIST MILLS, FACTORIES, MOTIVES, and all kinds of MACHINERY.

The Subscriber has been appointed Agent for the sale of the above SUPERIOR OIL in this Province, and will always have a

STOCK ON HAND

To suppply those parties requiring it.

It is now being used in the large Mills and Factories in Ontario, and is giving general satisfaction, as it is free from odor, and will neither chill nor gum in the coldest weather. The following are a few of the many testimonials received:—

I will run Stock's Oil against any other oil in the Dominion, and will prefer it to either Sperm or Olive, or to any other used for machinery. A. HENDERSON, Foreman Joseph Hall Works, Oshawa.

I am using Stock's Oil in the Orono Mills, and find it to be the best oil I have ever used, either in the Old Country or in Canada, and I have used all other kinds of oil, but none suits me as well as Stock's. THOS. HOOPER.
Orono, May 18, 1871.

I would rather have Stock's Oil than any I have used in twenty years' experience. GEO. BLAKE, Brown & Patterson's, Whitby.

I use Stock's Oil on my machinery, which revolves about 4,000 times per minute, and find it he only oil that gives satisfaction. J. CHURCHILL, Bangor, Ont.

TORONTO, March 16th 1872. From Messrs. Hunter, Rose & Co.: We are highly pleased with the Oil supplied by Messrs. Stock & Webster. We have never used better oil for lubricating purposes. H., R. & CO.
J. MOORE, Foreman Press Room.

JOSEPH HALL WORKS, OSHAWA.—OSHAWA, Ont., Feb. 7 1872.—I can safely say that I consider Mr. Stock's oil cheaper, at $1 per gallon, than olive oil at 50 cents F. W. GLEN, President.

W. H. OLIVE, Agent,
110 Prince William Street,
St. John, N. B.

ap 10

BARNES & CO.,

Printers, Booksellers, Stationers,

AND

BLANK BOOK MANUFACTURERS.

We have added new machinery to our Bindery, and are enabled to execute BINDING in the best style. *Call and see Specimens.*

BARNES & CO.,
nov 1y21 58 Prince Wm. street.

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87 UNION STREET,

SAINT JOHN, N. B.

Office hours—8 to 10 A. M.; 2 to 4 P. M.; 7 to 9 P. M. may 10 1y

WILLIAM DUNLOP,

WHOLESALE AND RETAIL DEALER IN

Flour, Groceries & Liquors,

No. 40 CHARLOTTE STREET,

nov 21 1y ST. JOHN, N. B.

159 Union Street.

GEORGE MURDOCH,

Harness Maker,

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Fine Driving and Working Harness, Whips Curry Combs, Brushes, &c., always on hand.

Strict attention paid to JOBBING and REPAIRING. nov 21 1y

ROBERT MARSHALL,

Fire, Life & Marine Insurance Agent

NOTARY PUBLIC,

ST. JOHN, N. B.

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ESTABLISHMENT,

47 Germain Street,

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SAINT JOHN

Harness & Collar Manufactory.

HARNESS! HARNESS!

DRIVING and TROTTING HARNESS, made from the Best Moffatts American Leather, in Gold, Silver and Rubber Mountings, in Stock or made to order.

J. ALLINGHAM,
may 19 13 Charlotte street.

DR. J. BREEN,

Graduate of Georgetown Medical College,

WASHINGTON, D. C

OFFICE AND RESIDENCE—*Morrison's Block*,

MAIN STREET,

PORTLAND, N. B.

ap 8

CARD.

D. E. DUNHAM,

ARCHITECT.

Rooms, 1 and 2 Bayard's Building,

(UP STAIRS.)

106 PRINCE WILLIAM STREET.

Persons intending to Build or Remodel their Buildings would do well to call at the above office before consulting carpenters, masons, &c., as the Subscriber *guarantees* to give all the information that can be obtained from the most practical mechanic, his theory being Beauty, Economy and Strength, so combined as to make the outlay worth, when finished, what it cost. feb 25

T. YOUNGCLAUS,

Merchant Tailor,

3 CHARLOTTE STREET,

NEXT DOOR TO J. M'ARTHUR'S GROCERY,

ST. JOHN, N. B.

CLOTHING

MADE TO ORDER.

Gents' Furnishing Goods

OF ALL DESRIPTIONS.

The best material used and satisfaction guaranteed.

All orders promptly attended to. ap 5

Continental Hotel.

THIS new and commodious house, situated on KING'S SQUARE,

Will be open for the reception of guests on the 14th inst.

The house is new, and fitted with all the most modern improvements, having just been built by Mr. G. Rix Price.

The Location is the Finest in St. John

The Subscriber, returning thanks for the liberal patronage bestowed on him while proprietor of the Sibley House, would respectfully request a continuance of the same in this NEW PLACE, where, with the best facilities to serve his friends, it will be his pleasure to make his house meet the requirements of all.

may 10 E. SIBLEY, Proprietor.

R. WALES,

HAS REMOVED HIS

Stock of Groceries, &c., to

PORTLAND BRIDGE,

(Opposite R. Farmer's Lumber Yard,)

Where he will be happy to meet all of his old customers and as many new ones as will favor him with their patronage. ap 3 tf

The Daily Tribune.

J. L. STEWART,..... EDITOR.

TUESDAY EVENING, JULY 8, 1873.

The Pacific Railway Scandal—Sworn Statement of Sir Hugh Allan—$343,000 to Promote Sir Hugh's Schemes, but Not One Cent for the Government, Directly or Indirectly—The Perfidy of McMullen.

The Montreal *Gazette* of Saturday published Sir Hugh Allan's sworn reply to the charges that have been made against the Government, based on the letters written by him to his American railway partners. This affidavit does not exonerate Sir Hugh of having subsidized journals and corrupted constituencies for the promotion of his schemes, but it completely refutes the charge that the Government of Canada sold the charter of a great public work for a price. We have not troubled ourselves to prove the innocence of the Government, nor have we frantically tried to torture the facts before the public into proofs into evidences of their guilt, but have given our readers the facts as they have been revealed and waited for both sides to be heard. Both sides have been heard. We have published the letters on which the Government has been pronounced guilty by its enemies, and we now publish the sworn statement of the writer of those letters, denying the correctness of the interpretation that has been placed on them.

Sir Hugh writes:—

MONTREAL, July 4th, 1873.

To the Editor of the Gazette.

SIR,—I see by the Montreal *Herald* of this morning that some person who has become possessed of private letters written by me, has published them in that paper. I therefore feel bound to state the circumstances under which those letters were written; and I have thought proper to do so under the sanction of an oath, as I should have done if I had had the opportunity of giving my testimony before the Committee of Investigation as originally instructed, or before a Royal Commission.

I am, sir,
Your obedient servant,
HUGH ALLAN.

The affidavit begins:—

"I Sir Hugh Allan, of Ravenscraig, in the Province of Quebec, Knight, being duly sworn, depose and say—"

It gives a long account of Sir Hugh's negotiations with McMullen and Smith for the formation of a Canada Pacific Company, before the Government had moved in the matter, and of his efforts to gain for this Company the approval of the Government and the country. Then the powerful Interoceanic Company was organized, and an amalgamation of the two Companies was proposed. Sir Hugh wanted to be President, but his rival, Senator Macpherson, would not consent. At this point Sir Hugh meets Sir George Cartier in Montreal. We give the rest of the story in full, as sworn to by Sir Hugh:

That Sir George Cartier was, as I was aware, communicating with the Premier on the subject of the Pacific Railway amongst others; and that at one of the interviews I had with him he showed me a communication from the Premier, of which the following is a copy:—

July 26th, 1872.

SIR GEORGE CARTIER,
Ottawa,

"Have seen Macpherson. He has no "personal ambition, but cannot, in justice "to Ontario, concede any preference to "Quebec in the matter of the Presidency "or in any other particular. He says the "question about the Presidency should be "left to the Board. Under these circum-"stances I authorize you to assure Allan "that the influence of the Government "will be exercised to secure him the posi-"tion of President. The other terms to "be as agreed on between Macpherson "and Abbott. The whole matter to be "kept quiet until after the elections. "Then the two gentlemen to meet the "Privy Council at Ottawa and settle the "terms of a provisional agreement. This "is the only practical solution of the dif-"ficulty and should be accepted at once "by Allan. Answer."

(Signed) JOHN A. MACDONALD."

And Sir George Cartier on that occasion gave me the assurance which he was by that telegram authorized by the Premier to convey to me.

That on further discussion with Sir George Cartier as to the course which the Government would probably take with regard to the amalgamation and the contract to be granted, I urged upon him certain modifications of the terms of the above telegram from Sir John Macdonald, and finally Sir George came to entertain the opinion that I was entitled to have certain of those modifications conceded to me, and expressed his willingness to recommend it to his colleagues. Being desirous of having as definite an expression of opinion from Sir George, as he felt himself justified in giving, I requested that he would put what he stated verbally to me in writing, and accordingly on the 30th July, 1872, he wrote me the following letter:—

(Copy.)

"MONTREAL, 30th July, 1872.

"DEAR SIR HUGH—

"I enclose you copies of telegrams received from Sir John A. Macdonald; and with reference to their contents I would say that in my opinion the Governor in Council will approve of the amalgamation of your Company with the Interoceanic Company, under the name of the Canadian Pacific Railway Company, the Provincial Board of the amalgamated Company to be composed of seventeen members, of whom four shall be named from the Province of Quebec by the Canada Pacific Railway Company, four from the Province of Ontario by the Interoceanic Railway Company, and the remainder by the Government; the amalgamated Company to have the powers specified in the tenth section of the Act, incorporating the Canada Pacific Railway Company, &c., the agreement of amalgamation to be executed between the companies within two months from this date.

"The Canada Pacific Company might take the initiative in procuring the amalgamation; and if the Interoceanic Company should not execute the agreement of amalgamation upon such terms and within such limited time, I think the contemplated arrangements should be made with the Canada Pacific Company under its charter.

"Upon the subscription and payment on account of stock, being made, as required by the Act of last session, respecting the Canadian Pacific Railway Company, I have no doubt but that the Governor in Council will agree with the Company for the construction and working of the Canadian Pacific Railway with branches as shall be agreed upon, and will grant to the Company all such subsidies and assistance as they are empowered to do by the Government Act. I believe all the advantages which the Government Act empowers the Government to confer upon any Company will be required to enable the work contemplated to be successfully carried through, and I am convinced that they will be accorded to the Company to be formed by amalgamation, or to the Canadian Pacific Company, as the case may be.

"I would add that as I approve of the measures to which I have referred in this letter, I shall use my best endeavors to have them carried into effect.

"Very truly yours,

"(Signed) GEO. E. CARTIER."

I positively declare that up to the date of this letter I had not any undertaking of any kind or description with the Government, either directly or through any other person than that contained in Sir John Macdonald's telegram of the 26th July, which is given above; and that telegram and the above letter from Sir George Cartier contain everything that was stated or agreed to between any member of the Government and myself on the subject of the Pacific Railway project up to that date.

On the same day that I received the above letter from Sir George Cartier, I informed Sir John A. Macdonald of the contents of it, and asked for his sanction of the views which it contained. But he declined to concur in the terms of Sir George's letter, telegraphing to him that he would not agree to them, and that he would come down to Montreal and confer with him respecting them.

Thereupon I immediately informed Sir George Cartier that I should consider the letter addressed to me as being withdrawn. And to my knowledge Sir George telegraphed Sir John that he had seen me and that as he (Sir John) objected to Sir George's letter, it had been withdrawn. I also telegraphed to Sir John on the same day (July 31st) to the effect that I had seen Sir George Cartier, and that he (Sir John) might return my letter or regard it as waste paper, and that I was satisfied with the telegram of the 26th as expressive of the views of the Government.

I positively and explicitly declare that, excepting so far as an understanding between the Government and myself is expressed in the foregoing correspondence, I had no agreement of any kind or description either verbally or in writing by myself or through any other person in respect of the contract for the Pacific Railway, or of any advantage to be conferred upon me in respect of it. The terms of the charter, the composition of the company, the privileges which were to be granted to it, the proportions in which the stock was to be distributed, having been matters for negotiation and settlement up to the last moment; and were only closed and decided upon while the charter was being prepared in the early part of the present year. And the persons who finally composed the company were only decided upon within a few days of the issue of the charter; I myself being permitted to subscribe only a similar amount of stock to that subscribed by other prominent members of the company.

With reference to certain private and confidential letters published this day in the Montreal *Herald*, and to certain statements in those letters which may appear to conflict in some degree with the foregoing, I must, in justice to myself, offer certain explanations. I desire to state with regard to those letters that they were written in the confidence of private intercourse in the midst of many matters engrossing my attention, and probably with less care and circumspection than might have been bestowed upon them had they been intended for publication. At the same time, while in some respects those letters are not strictly accurate, I conceive that the circumstances, to a great extent, justified or excused the language used in them.

With regard to the reference repeatedly made in those letters to the American interest in the stock of the Company, as I have already stated, I had made an agreement with the parties to whom those letters were addressed, associating myself with them in a company projected for the construction of the Pacific Railway. I had never been informed by the Government that it was their intention not to permit the association of foreigners with Canadians in the organization of the Pacific Company. And in consenting to the legislation introduced into the House, I thought I was only deferring to a prejudice which I myself considered without foundation. I did not hesitate to intimate that if a suitable opportunity offered, they should be permitted to assume a position in the Company, as nearly like that which they and I had agreed upon as circumstances would permit. And as I entirely disbelieved the statements that were made as to their disposition to obstruct the Canadian Pacific, and considered that they might be of great use in furthering its construction, especially in the event of a failure of the negotiations in England, I had no hesitation in placing myself individually in the position of favoring their admission into the Company if circumstances should permit of it. It was in that spirit that what is said in my private letters now published was written to the gentlemen to whom they were addressed, and if matters had taken such a turn as to permit with propriety of those intentions being carried out I should have felt myself bound to adhere to them. But in point of fact when the discussions as to the mode in which the Company should be formed were entered upon with the Government, late in the autumn, I came to understand decisively that they could not be admitted, and I notified them of the fact, and that the negotiations must cease between us, by a letter which has not been published in the *Herald* of to-day, but which was in the following terms:

MONTREAL, 24th October, 1872.

"MY DEAR MR. MCMULLEN,

"No action has yet (as far as I know) "been taken by the Government in the "matter of the Pacific Railroad. The "opposition of the Ontario party will, I "think, have the effect of shutting out "our American friends from any partici-"pation in the road, and I apprehend all "that negotiation is at an end. It is "still uncertain how it will be given (the "contract) but in any case the Govern-"ment seem inclined to exact a declara-"tion that no foreigners will have, "directly or indirectly, any interest in it. "But everything is in a state of uncer-"tainty, and I think it is unnecessary for "you to visit New York on this business "at present, or at all, till you hear what "the result is likely to be.

"Public sentiment seems to be decided "that the road shall be built by Cana-"dians only.

"Yours truly,

["Signed,] HUGH ALLAN."

G. W. MCMULLEN, Esq.,
Picton, Ont.

Up to the period to which this statement extends the negotiation between the Government and myself had chiefly reference to effecting an amalgamation between the two companies which were competing for the railway, upon the principle, as I understand, that the enterprise would repaire all the strength that could be obtained for it, and the united efforts of everyone interested in it. And that it would conduce greatly to its success if the persons in the two companies, who together comprised most of the prominent men in the Dominion, could be induced to join their energies in pressing forward the project.

About this time, however, a memorandum was communicated to me which had been received by the Government from the Interoceanic Company, which appeared to destroy the prospect of amalgamation, and although the Canada Company endeavored to remove the objections made by the Interoceanic Company they failed in doing so, and the idea of amalgamation was shortly afterward finally abandoned. Thereupon the Government informed me that it was decided that the contract should not be given to either of the companies alone, but that the Government would incorporate a new company if the prominent members of the two incorporated companies, and any leading Canadians who might be disposed to join them, and able to give assistance, could be induced to subscribe the stock in the proportion which the Government had decided upon, which proportions are those embodied in the charter. And from that time the efforts of all parties interested in the project were directed towards procuring the association together of the most prominent men of both companies in the new company, to be incorporated under the terms of the Government Act of the previous session. And it was the result of these efforts that the present company was formed, composed, in a majority of instances, of gentlemen with whom I had no communication whatever, and not in any respect as the consequence of any understanding between myself and the Government. From that time also communication between myself and my former associates ceased, having finally been broken off by myself as soon as I ascertained the desire of the Government. And I state further positively that no money derived from any fund or from any of my former American associates was expended in assisting my friends or the friends of the Government at the recent general election.

That with regard to the construction which appears to be intended to be placed upon the statements in the letter referred to as to the preliminary expenses connected with the charter, I state most positively and explicitly, that I never made any agreement or came to any understanding of any kind or description with the Government, or any of its members, as to the payment of any sum of money to any one, or in any way whatever, in consideration of receiving the contract for the Canadian Pacific. I declare that I did expend several sums of money in various ways which appeared to me to be advantageous to the Company I had organized, and calculated to strengthen my hands in endeavouring to obtain the contract for that Company, but that I did not, on any occasion, or in any way, pay, or agree to pay anything whatever to any member of the Government, or to any one on behalf or at the instance of the Government, for any consideration whatever, in connection with the charter or contract. As may be gathered from the letters in question, I considered it to be my policy to strengthen my position as far as I possibly could with my own friends and fellow citizens in the Province of Quebec, and more especially in so far as related to the Montreal Northern Colonization Railway, which I conceived would at some day be the outlet from the Canadian Pacific to the Port of Montreal. And a considerable portion of the money referred to in those letters was expended by me in furtherance of that object in many ways. I considered it for my interest also that those members of Parliament who had shown an interest in the Canadian Pacific enterprise and in other railway enterprises in which I was interested, and who were disposed to assist and further them, should be aided in their elections, and I subscribed some money and lent some money to assist in the election of such persons as were my friends and in whom I was interested, but without any understanding or condition with them or any of them as to Parliamentary support or assistance in the event of their election. In these and similar ways I expended sums of money approaching in amount those mentioned in those letters, as I conceive I had a perfect right to do; but I did not state in those letters, nor is it the fact, that any portion of those sums of money were paid to the members of the Government, or were received by them or on their behalf directly or indirectly as a consideration in any form for any advantage to me in connection with the Pacific Railway contract.

I desire also to state further with regard to the envelope, and the papers which it contains, which were placed in the hands of the Hon. Mr. Starnes shortly before my departure for England with the delegation of the Pacific Railway, that upon being informed by me that all negotiations between my former American associates and myself on the subject of the Canadian Pacific Railway must cease, large demands were made upon me by Mr. McMullen, based partly upon alleged expenditure by him, and partly upon a claim by him for compensation for his loss of time and services in the promotion of the enterprise so long as he and his friends remained connected with it. These demands at first were of so extensive a character that I declined altogether to entertain them. I was disposed to return to my American associates any money which they might have expended in the matter, and I was ready to compensate Mr. McMullen for the loss of his time and his expenses; but it appeared to me that the sum which he demanded was much greater in amount than all such disbursements and expenses could possibly have reached. I felt naturally that by trusting to the honor of my correspondent and writing to them in a manner somewhat inconsiderate, I had placed it in their power to annoy me by the publication of those letters, and I feared that the outcry which might follow their publication in the columns of certain papers which have manifested unceasing hostility to the Canadian Pacific Railway, might injure the prospects of the delegation in England. I therefore authorized an arrangement to be made with Mr. McMullen, by which a sum very much less than his original demands should be paid to him; the greater portion at once, but the remaining and a considerable portion on the delivery of the letters to me after the present session of Parliament, should they not be published in the interval. This was accordingly done. Mr. McMullen received the greater part of the sum agreed to with him, and the remainder was placed in one of those envelopes in the form of a cheque, the other envelope containing, to the best of my belief, the same letters which have been published in the Montreal *Herald* this morning, together with one or two others, which do not appear there, but which would have established the rupture of all negotiations between the Americans and myself. And this arrangement was made, on my behalf, with Mr. McMullen, without the concurrence or knowledge of any member of the Government,—none of whom were aware that the papers had been deposited in the hands of Mr. Starnes.

And I have signed

HUGH ALLAN.

Sworn before me at Montreal, this fourth day of July, 1873.

J. L. BEAUDRY, J. P.

The Commission offered by the Government to the members of the Pacific Railway Committee, empowered them to examine witnesses under oath, repeated the exact instructions given by Parliament as to the methods of procedure, and required a report to be made to the Government and the Speaker of the House of the evidence, proceedings, and conclusions or recommendations of the Committee. And yet this Commission was refused by the Opposition members of the Committee!

AN UNREPENTANT THIEF.

The "Respectable Thief" in Carleton—Stoned through the Streets by an Outraged Father—An Answer to Prayer.

A sensation was caused in Carleton the other day by the appearance of a most peaceable, respectable and honored citizen stoning a man who recently "retired" from a firm in this city, as related in "The Story of a Respectable Thief" published in THE TRIBUNE, after being discovered in a long series of robberies. "What is the matter?" asked the group that collected round the man to hear his explanation. The apparently persecuted individual walked quickly on after the pursuit ceased, only addressing one gentleman with—

"A foggy day, sir; think we'll have some rain."

"Yes, of stones," was the laconic answer.

This discomfited individual then sought his home on this side of the water, while many gathered round the assailant to hear what the trouble was. The gentleman, in a few words, explained his extraordinary conduct, and all with one accord agreed that he had only allowed the man to get off too easily. It seems that a son of the Carleton gentleman was for some time in the employ of the firm to which the stoned man belonged, and, during his first year, he was in the cash desk. This position, as is well known, is a position of trust and a difficult one for a young lad to fill. While in that position he could rarely make his cash balance. There was, rarely every night, a deficiency—for which he could not account. This did not occur when the partner who recently retired, was absent in England. On his return the same trouble arose. The boy was heartsick of his position, and nightly urged his father to take him away from the place. The father encouraged him to persevere, and when, in the morning, he left his home, cautioned him to be careful with his accounts. He also visited the store and talked with this one of the firm, who never directly accused his boy of stealing the money, but said "there certainly was grave cause for suspicion; it is curious, you know." The boy became almost sick, grew pale, and was scarcely able to do his work; but still he persevered. This man saw the boy fade, yet still his heart knew no pity. He visited, on one occasion, his father's house, and talked with him and his son. The father pointed to the pale cheeks of his son, and asked that if he was not fit to keep the accounts that he be dismissed. The well-dressed scoundrel stood in the store and, looking first at father and then at son with unblushing effrontery, said: "I do not suppose you have now any of the money in your pockets, but your father has. Let him buy a horse and carriage for you to drive about the country and take the paleness from your face." The father bowed his head in the presence of the accuser, and uttered an audible prayer to God for himself and son. He prayed that the God who knew the secrets of each heart and when a false word was uttered, and knew that he was innocent of the crime charged to him, would clear up the mystery hanging over his son; and that the guilty party might be speedily brought to justice; that the money thus stolen might do no good, and that no peace might come to the guilty one until it was known and reparation made. Here was a picture rarely seen in real life:—the proud and dishonest merchant accusing his innocent cash boy—the boy unable to defend himself—and the father, tortured by suspicions, asking guidance from a higher power. The prayer was granted. In a few short months the truth was known, and no taint of suspicion rested on the boy.

Now this canting rascal, this unrepentant, and so called respectable, thief, has the unblushing effrontery to visit the outraged father's place of business. Entering the shop, with an air of condescension, he advanced and smilingly held out his hand with—

"How are you to-day, sir?"

There was, for a moment, no response; the man was thunderstruck at the effrontery of the rascal who had done so much to injure him. He exclaimed at last:

"No! No! I will not shake hands with you."

"Why not?" was the cool reply.

Patience could not stand this, and, in a few words, he ordered him from the store.

"But I want to have a talk over matters. We were always good friends, you know," persisted the Respectable Thief.

"Leave my store instantly or I will not be responsible for what I do, you contemptible, low scoundrel. Do you, you villainous thief, forget when you came over here last and accused my son of stealing money from you, which at the time was jingling in your own pocket? Can you think of the many sleepless nights you have caused me and my family?"

More than it is necessary to write was said, and truths that must rankle in the heart, be it ever so hardened. At length being unable to bear the sight of him any longer, the injured man advanced upon his visitor, holding a heavy iron in his hand. The fellow turned and rushed from the store, and the gentleman followed and stoned him through the streets. The sight of those long and lean and broadcloth covered legs spinning along the sidewalk, the frightened face that looked over the shoulder for the flying cobble stones, and the excited gentleman, never before known to assail any one, in pursuit, was witnessed by a great many persons, including several gentlemen from this side of the harbor. "Well done," said they all. The old gentleman tells the story with a curious mixture of thankfulness to God for the removal of the stain from his boy's character, exultation at having humbled the rascal's bold front, deprecation of his own loss of self control and resort to violence, and pride in the offers of sympathy that have come to him from every hand. Twenty good, honest working men visited him in a body to offer to go bail in case he were arrested for assault, and one of the richest lumber manufacturers of the city assured him—"with an awful word," says the gentleman—that any amount of money he wanted to defend himself or prosecute the rascal was at his disposal.

And yet this man holds his head high on our streets, takes a conspicuous place at the funerals of departed worth, looks sanctified in church, bows and smiles to all who deign to look at him, *and was recently elected a trustee of one of the richest church corporations in St. John.* The Carleton boy is not the only one whose reputation suffered on account of his stealings. His sufferings were the sufferings of several others. It is said that one lad fretted himself to his grave at the suspicions that were aroused against him, while the thief smiled sardonically, and insinuatingly said—"I don't accuse the boy of stealing, but it is curious, you know, curious." And yet this man is allowed to go unpunished, unexposed; and efforts have been made to suppress the revelations of his misdeeds that have leaked out. Honest men there are who acknowledge his bow, and even shake his hand, for does he not boast of having $40,000 left after compounding with his swindled partners?

LOCALS.

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

New Advertisements.

Advertisers must send in their favors before 12 o'clock, noon, in order to insure their appearance in this list.

Amusements— Lee's Opera House
do Grand Bazaar
do Theatre—J W Lanergan
do The Great North American Circus & Hippodrome
Summer Goods— W W Jordan
Meeting of the Medical Profession—
Mess Pork— J & W F Harrison
Crushed Sugar— do
Guttenburg— do

AUCTIONS.

Notice of Public Sale— Eliza Ennis
Clothing, &c— E H Lester

Hotel Directory.

Victoria Hotel, Germain street.
United States Hotel, head of King St.
Continental Hotel, north side of King Square.
Bay View Hotel, Prince Wm. street.
Victoria Dining Rooms, Germain street, (opposite Market).

On First Page: Notes and News; How Ice Cream was Warmed by an Argument, and Danbury Fews.

On Fourth Page: The Day After the Fourth.

Brevities.

The officers of Beacon Lodge, I.O.O.F., will be installed this evening.

Wm. Rodday, of Portland, wants to run John Perkins a foot race for $20 or more.

A slight fire was discovered in Mr. Dunlop's house, in Charlotte street, yesterday afternoon.

The Wilsons, who were supposed to have been drowned near Pisarinco, are safe. The schooner that ran into their boat picked them up.

"Buffalo Bill" was not performed at the Academy last evening, as only about twenty were present. Several parties who had "small bills" against the company were anxiously inquiring their whereabouts.

A party of homesick gentlemen whose wives are at Otnabog, on Saturday chartered the tug St. Patrick and went up to pay them a visit. A very pleasant time was enjoyed by all.

The lottery fever is raging in Gloucester County. A lottery is advertized for the 12th of August, in aid of the Church of St. Simon and St. Jude. The plan will be the same as that which regulated the Academy drawing.

The Logans and Brayleys met last evening at Mr. Williams' store, in Portland, to arrange a second double scull race. No agreement was arrived at between the parties.

"Ada" asks: "Who is the unbeliever that kissed, or is accused of kissing, Mrs. Fay, as I am very much interested if it is the person I have been informed it is." Sorry we can't inform you, Ada, as the name was received in confidence. If you send us your full name, we will try and arrange it so that you will have the name.

Grand Free Exhibition at the Rink.

Wednesday, July 9th, at one o'clock, Mlle Jennette Ellsler, the only lady ascensionist in the country, will make an ascension on a single wire from the ground to the top of the hippodrome. Will open on Tucsday evening, July 8th, and every afternoon and evening during the week. 21

Boat Race.

A boat race yesterday between the Flying Cloud of Portland and the Lewis Green of the city resulted in a victory by a few lengths for the former boat. The race was well contested and was very close, so that there is a probability of another race between these crews. The Long Bob, which the Portland crew had intended to row in, was found to be unseaworthy and the Flying Cloud was used.

Lee's Opera House.

The attendance was good last evening and the performance pleased the audience in all its parts. To-night some special attractions are offered by the artists who are engaged there. There will be an entire change of programme, and all the favorites will appear.

Shipping Notes.

Loss of the Inman steamer City of Washington.—The steamer City of Washington, of the Inman Line, 1951 tons, went ashore at Port Hebert, on Saturday, the 5th inst., and has ten feet of water in her hold. She had four hundred and seventy passengers on board, all of whom were saved. Port Hebert is situated about twenty-five miles eastward of Shelburne, and sixty-five west of Sambro light.

THE DAILY TRIBUNE claims the largest city circulation of any daily published in St. John.