

# The Daily Tribune.

VOL. III.

SAINT JOHN, N. B. FRIDAY EVENING, FEBRUARY 6, 1874

No 39

## MAPLE HILL.

THE "Nonesuch" has in its possession the most beautiful and spacious grounds in the city, and is now open for the reception of the public. The grounds are situated on the corner of the city, and are surrounded by a high wall. The buildings are of the most modern style, and are well adapted for the reception of the public. The grounds are well watered, and are in the best of cultivation. The buildings are of the most modern style, and are well adapted for the reception of the public. The grounds are well watered, and are in the best of cultivation. The buildings are of the most modern style, and are well adapted for the reception of the public.

## 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 commencing construction, as the architect can be consulted on the most practical and economical plan, and can also advise on the best material to be used, and on the best method of construction. The architect is also a member of the American Institute of Architects, and is qualified to execute all kinds of architectural work.

## Special Inducements to Cash Purchasers!

## HARNESS

FOR LEASING, with Patent Bolt Harness, for Farming, Light and Heavy, for Hire, or for sale. Also, for the repair of harnesses, and for the manufacture of new harnesses. The harnesses are made of the best material, and are well adapted for the use of the farmer, the merchant, and the laborer. The harnesses are made of the best material, and are well adapted for the use of the farmer, the merchant, and the laborer.

## COLLARS

Half-Back, Key-Back, and Leather Facing. Also, for the repair of collars, and for the manufacture of new collars. The collars are made of the best material, and are well adapted for the use of the farmer, the merchant, and the laborer. The collars are made of the best material, and are well adapted for the use of the farmer, the merchant, and the laborer.

## C. S. COTTER,

No. 60 Charlotte Street, ST. JOHN, N. B.

## BUTTER!

Choice Dairy Butter!

## Choice Dairy Butter!

From Sussex.

## 20 TUBS

Choice Dairy Butter!

## Victoria Dining Saloon,

No. 8 Germain Street, (OPPOSITE THE CITY MARKET).

## JUST RECEIVED, and now serving up to you the best of

## P. E. Island and Buotouche Bay OYSTERS!

Large and well selected.

## WILLIAM LEE,

House and Ship Plumber,

Stove and Furnace Dealer,

Cooking, Mill, Parlor, Office and Shop Stoves.

Of the most Celebrated Patterns. Every Stove warranted.

A good supply of KITCHEN FURNISHING GOODS constantly on hand.

A good supply of House and Ship Water Filtrating Water Closets, Cisterns, Pump Fountains, Wash Hand Basins, &c.

## OAKUM.

200 Bbls. Very Good Quality

Hand-Packed; OAKUM.

For sale by JAMES L. DUNN & CO., North Water.

## R. STEWART,

IMPORTER AND DEALER IN

Toys and Fancy Goods.

A Large and varied stock for

## CHRISTMAS HOLIDAYS!

including a nice lot of

## ROCKING HORSES,

at VERY LOW RATES.

No. 55 GERMAIN STREET, (Next Trinity Church).

nov 18 3m ST. JOHN, N. B.

## NEW

Tailoring Establishment!

JAMES REID,

CUSTOM TAILOR, & C.

76 Germain Street, (Nearby opposite Trinity Church).

SPECIAL ATTENTION TO CUSTOM WORK. Garments made to the most approved fashion, and work warranted to give every satisfaction.

## A FORECASTLE YARN.

It is of the good "Nonesuch" I'm going to tell. And the peculiar circumstance that came her before. 'Twas about a dozen years ago, Or maybe a trifle more, That craft came to her anchor, Off the Staten Island shore.

## CHARLES WATTS,

Proprietor.

## GARDEN & FLOWER SEEDS

Sent by Mail to All Parts of the DOMINION.

## OUR CHROMO, "The Little Florista,"

A beautiful Flower Picture, 17x22 inches, is sent free to all who favor us with orders to the amount of five dollars.

## CHASE BROTHERS & BOWMAN,

SEEDSMEN.

## Medical Extracts, Herb, &c.

ON HAND—A large Stock of assorted CLAY PIPES, of the best quality, and in the most approved styles. Also, a large stock of the best quality of the following:—

## 75 KING STREET.

## THE DAILY TRIBUNE

Is issued every afternoon from the office, No. 51 Prince William Street.

## SUBSCRIPTION PRICE \$6 per annum in advance.

Regular Copies two cents.

Regular Copies will deliver the paper to Subscribers in the City, at their places of business or residences, immediately after it is issued.

Mail Subscribers can secure the DAILY TRIBUNE (postage pre-paid) at \$5.25, or \$5. postage paid at office of delivery.

## THE WEEKLY TRIBUNE

Is issued every Tuesday Morning, and mailed five times for the early morning train, East and West.

SUBSCRIPTION PRICE ONE DOLLAR, invariably in ADVANCE. Postage must be paid at the office of delivery.

## ADVERTISING RATES.

On and after January 1st, 1874, the following rates will be charged for Transient Advertising in this paper:

For Advertisements of Governments, Corporations, Railways and Steamboat Companies, and other public bodies,—for Theatres, Concerts, Lectures and other public entertainments.

First Insertion, per inch..... \$1.00

Each Additional Insertion..... 0.50

FOR ORDINARY COMMERCIAL

First Insertion, per inch..... \$0.50

Each Additional Insertion..... 0.40

FOR AUCTIONS.

First Insertion, per inch..... \$1.00

Each Additional Insertion..... 25

FOR CHARITABLE INSTITUTIONS AND RELIGIOUS SOCIETIES.

First Insertion, per inch..... \$0.50

Each Additional Insertion..... 0.25

ADVERTISEMENTS OF

Employment Wanted, Help Wanted, Agents Wanted, Rooms Wanted, Articles Lost, Articles Found, Houses to Let, Removal, &c., &c., inserted in condensed form, not exceeding five lines, at 25 cts. each insertion, and five cents for each additional line.

Marriage Notices, 50 cts.; Deaths 25 cts.; Funeral Notices 25 cts. for each insertion.

No Discounts will be made on these rates.

CONTRACTS FOR LONG TERMS, with or without changes, may be made at the Counting Rooms, 51 PRINCE WM. STREET.

Contracts for yearly advertising will secure all the advantages of Transient advertisements at a very much reduced rate.

## LECTURE COURSE!

THE following Course of Lectures and Concerts will be held during the winter in the Free Baptist Church, in Fredericton, on alternate Wednesdays evening.

Jan. 15th.—Lecture: Rev. G. F. Fayer, Subject: "The World over the Sea."

Jan. 22nd.—Lecture: Rev. A. Hartley, Subject: "The World over the Sea."

Jan. 29th.—Lecture: W. G. Gamble, A. B. Subject: "The World over the Sea."

Feb. 5th.—Lecture: Rev. Wm. Stearns, Subject: "The World over the Sea."

Feb. 12th.—Lecture: (Voice), L. Gage, Subject: "The World over the Sea."

Feb. 19th.—Lecture: Prof. G. F. Fayer, Subject: "The World over the Sea."

Feb. 26th.—Lecture: "On God through Switzerland, to admit his people and gentlemen," 75 cents. Tickets for single lecture concert, 15 cents.

Tickets sold by M. S. Hall, Israel Albertson, and G. F. Albertson. Geo. E. POSTER, Secretary.

## HARD COAL.

NOW LANDING from schr. Ring Dove, at the wharf, 100 BARRIS CORNER.

## HARD COAL!

In Nut, Egg and Chestnut street.

For sale at lowest market rates by

T. McLEOD & SON, Water Street.

## FLOUR!

In store and for sale:

1000 Bbls. TEA ROSE, 50 Bbls. SPYKES EX.

1000 " " " " " " " "

1000 " " " " " " " "

1000 " " " " " " " "

1000 " " " " " " " "

## STOCK IN BOND—FALL '73.

11 FOSHERS MARTEL PALE 100 bbls. "Pineapple Brand" 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

100 cases J. & W. G. & Co., Ind. 1873.

## THE ESCAPE OF HARRY GENET.

Now that Henry W. Genet and his friends are probably safe in South America, a man well acquainted with the party, and who at the time was in the secret, has furnished the following facts regarding their escape:

On Monday morning, Dec. 22, Genet entered a coach drawn by feet horses, which had been kept, in readiness, near his house, and was driven rapidly to Pelham bridge. Here a fast yacht was in waiting, having on board Norton, Conant, and Walsh. Sail was immediately hoisted, and the boat sped away to a three-masted schooner anchored near "Commons wharf." The clearance papers had been made out for the schooner to sail on Monday, Dec. 22, for St. Mary's river. The papers were afterwards called for on St. Mary's river and Rio Janeiro. The schooner sailed on Tuesday, the 23d, for South America. The vessel had been fitted up for three months for Prince Henry and his friends, and the first day was passed on board, while waiting to sail, in a lively game of draw poker. It was the intention of Genet to call on his old friend, Henry Melgus, the railroad king of South America, and after a few weeks, visit his brother in the Sandwich Islands.

On Monday morning, Dec. 22, Genet entered a coach drawn by feet horses, which had been kept, in readiness, near his house, and was driven rapidly to Pelham bridge. Here a fast yacht was in waiting, having on board Norton, Conant, and Walsh. Sail was immediately hoisted, and the boat sped away to a three-masted schooner anchored near "Commons wharf." The clearance papers had been made out for the schooner to sail on Monday, Dec. 22, for St. Mary's river. The papers were afterwards called for on St. Mary's river and Rio Janeiro. The schooner sailed on Tuesday, the 23d, for South America. The vessel had been fitted up for three months for Prince Henry and his friends, and the first day was passed on board, while waiting to sail, in a lively game of draw poker. It was the intention of Genet to call on his old friend, Henry Melgus, the railroad king of South America, and after a few weeks, visit his brother in the Sandwich Islands.

On Monday morning, Dec. 22, Genet entered a coach drawn by feet horses, which had been kept, in readiness, near his house, and was driven rapidly to Pelham bridge. Here a fast yacht was in waiting, having on board Norton, Conant, and Walsh. Sail was immediately hoisted, and the boat sped away to a three-masted schooner anchored near "Commons wharf." The clearance papers had been made out for the schooner to sail on Monday, Dec. 22, for St. Mary's river. The papers were afterwards called for on St. Mary's river and Rio Janeiro. The schooner sailed on Tuesday, the 23d, for South America. The vessel had been fitted up for three months for Prince Henry and his friends, and the first day was passed on board, while waiting to sail, in a lively game of draw poker. It was the intention of Genet to call on his old friend, Henry Melgus, the railroad king of South America, and after a few weeks, visit his brother in the Sandwich Islands.

On Monday morning, Dec. 22, Genet entered a coach drawn by feet horses, which had been kept, in readiness, near his house, and was driven rapidly to Pelham bridge. Here a fast yacht was in waiting, having on board Norton, Conant, and Walsh. Sail was immediately hoisted, and the boat sped away to a three-masted schooner anchored near "Commons wharf." The clearance papers had been made out for the schooner to sail on Monday, Dec. 22, for St. Mary's river. The papers were afterwards called for on St. Mary's river and Rio Janeiro. The schooner sailed on Tuesday, the 23d, for South America. The vessel had been fitted up for three months for Prince Henry and his friends, and the first day was passed on board, while waiting to sail, in a lively game of draw poker. It was the intention of Genet to call on his old friend, Henry Melgus, the railroad king of South America, and after a few weeks, visit his brother in the Sandwich Islands.

On Monday morning, Dec. 22, Genet entered a coach drawn by feet horses, which had been kept, in readiness, near his house, and was driven rapidly to Pelham bridge. Here a fast yacht was in waiting, having on board Norton, Conant, and Walsh. Sail was immediately hoisted, and the boat sped away to a three-masted schooner anchored near "Commons wharf." The clearance papers had been made out for the schooner to sail on Monday, Dec. 22, for St. Mary's river. The papers were afterwards called for on St. Mary's river and Rio Janeiro. The schooner sailed on Tuesday, the 23d, for South America. The vessel had been fitted up for three months for Prince Henry and his friends, and the first day was passed on board, while waiting to sail, in a lively game of draw poker. It was the intention of Genet to call on his old friend, Henry Melgus, the railroad king of South America, and after a few weeks, visit his brother in the Sandwich Islands.

On Monday morning, Dec. 22, Genet entered a coach drawn by feet horses, which had been kept, in readiness, near his house, and was driven rapidly to Pelham bridge. Here a fast yacht was in waiting, having on board Norton, Conant, and Walsh. Sail was immediately hoisted, and the boat sped away to a three-masted schooner anchored near "Commons wharf." The clearance papers had been made out for the schooner to sail on Monday, Dec. 22, for St. Mary's river. The papers were afterwards called for on St. Mary's river and Rio Janeiro. The schooner sailed on Tuesday, the 23d, for South America. The vessel had been fitted up for three months for Prince Henry and his friends, and the first day was passed on board, while waiting to sail, in a lively game of draw poker. It was the intention of Genet to call on his old friend, Henry Melgus, the railroad king of South America, and after a few weeks, visit his brother in the Sandwich Islands.

On Monday morning, Dec. 22, Genet entered a coach drawn by feet horses, which had been kept, in readiness, near his house, and was driven rapidly to Pelham bridge. Here a fast yacht was in waiting, having on board Norton, Conant, and Walsh. Sail was immediately hoisted, and the boat sped away to a three-masted schooner anchored near "Commons wharf." The clearance papers had been made out for the schooner to sail on Monday, Dec. 22, for St. Mary's river. The papers were afterwards called for on St. Mary's river and Rio Janeiro. The schooner sailed on Tuesday, the 23d, for South America. The vessel had been fitted up for three months for Prince Henry and his friends, and the first day was passed on board, while waiting to sail, in a lively game of draw poker. It was the intention of Genet to call on his old friend, Henry Melgus, the railroad king of South America, and after a few weeks, visit his brother in the Sandwich Islands.

On Monday morning, Dec. 22, Genet entered a coach drawn by feet horses, which had been kept, in readiness, near his house, and was driven rapidly to Pelham bridge. Here a fast yacht was in waiting, having on board Norton, Conant, and Walsh. Sail was immediately hoisted, and the boat sped away to a three-masted schooner anchored near "Commons wharf." The clearance papers had been made out for the schooner to sail on Monday, Dec. 22, for St. Mary's river. The papers were afterwards called for on St. Mary's river and Rio Janeiro. The schooner sailed on Tuesday, the 23d, for South America. The vessel had been fitted up for three months for Prince Henry and his friends, and the first day was passed on board, while waiting to sail, in a lively game of draw poker. It was the intention of Genet to call on his old friend, Henry Melgus, the railroad king of South America, and after a few weeks, visit his brother in the Sandwich Islands.

On Monday morning, Dec. 22, Genet entered a coach drawn by feet horses, which had been kept, in readiness, near his house, and was driven rapidly to Pelham bridge. Here a fast yacht was in waiting, having on board Norton, Conant, and Walsh. Sail was immediately hoisted, and the boat sped away to a three-masted schooner anchored near "Commons wharf." The clearance papers had been made out for the schooner to sail on Monday, Dec. 22, for St. Mary's river. The papers were afterwards called for on St. Mary's river and Rio Janeiro. The schooner sailed on Tuesday, the 23d, for South America. The vessel had been fitted up for three months for Prince Henry and his friends, and the first day was passed on board, while waiting to sail, in a lively game of draw poker. It was the intention of Genet to call on his old friend, Henry Melgus, the railroad king of South America, and after a few weeks, visit his brother in the Sandwich Islands.

On Monday morning, Dec. 22, Genet entered a coach drawn



By Telegraph. Canadian, British and Foreign. (To the Associated Press.) New York, Feb. 5. Gold 114; exchange 484 1/2; money 5 per cent. The weather is clear and cold.

The Times anticipates a large majority for the Conservatives in the English election, but says the Scotch and Irish votes will turn the scale in favor of the Liberals. The following highly important despatch, from Sir Garnet Wolseley, commanding the Ashanti expedition, was received to-day: "All the white prisoners held by the Ashantis have been delivered to me. The King accepts my terms for cessation of hostilities, which he asked, and agreed to pay an indemnity of £200,000. We halt for a few days thirty miles from Coomassie."

A telegram from Madrid reports a desperate engagement near Lerida between the Republicans and Carlists. The latter were defeated with heavy loss of killed. Bullion in the Bank of England has decreased £700,000 during the past week. Consols 92 1/2; breadstuffs quiet, steady.

(Special Telegram to Tribune.) Supreme Court Judgments. FREDERICKS, Feb. 5. The following judgments of the Supreme Court were given to-day: Skinner, assignee, vs. McLeod assignee—appeal dismissed. Ex parte Smith—certiorari granted. Ex parte Byrne—application dismissed. Ex parte Simpson—appeal dismissed with cost. Cogswell vs. Smith—application refused. Ogden vs. Fawcett—appeal allowed. In re Hamilton—appeal dismissed with costs.

NEW YORK, Feb. 5. BURNED IN BRICK BARS. Christopher Lehr's grocery, over which his family lived, in Tenenhuys, Indiana, was burned yesterday morning, and Lehr, his wife and four children perished. ANOTHER RAILWAY CHASE. Fifteen persons were seriously hurt by an accident yesterday to the train on the North Western Railroad, 50 miles north of Chicago. CONSERVATIVE GAINS—FATAL ELECTIONS. The latest returns per cable of English elections do not materially change the situation, the Conservatives continuing to show great gains. The reports of riots grow more frequent and serious, and, in one case yesterday, firearms were used and three men were shot dead. THE CHAMBERLAIN'S RESIGNATION was opened yesterday with a speech from the throne. THE FAMINE IN INDIA is reported to be increasing.

THE NOVA SCOTIA ELECTIONS. CUMBERLAND. Tupper (O) leading over 300. Several places to hear from. PICTOU. Caruchel (M) 2179; Dawson (M) 2125; Douell (O) 2123; McDonald (O) 2110. KING. Borden (M) 100 majority. HANTS. Gouge (M) less than 100 majority. YARMOUTH. Killam (M) majority 420. ANSAPOWIS. Hay (M) elected by a large majority. DORSET. Oakes (M) leads Savory about 300. Clare to hear from. CAPE BRETON. McDonald (Independent) and Mackay (C) returned for Cape Breton. Richmond and Laverens not yet known. HALIFAX. Jones and Power (M) about 1500 majority. COLCHESTER. McKay (M) supposed to be elected.

St. John Stock Exchange. Board Room, Feb. 6th, 1874.

Share	1/2	1/4	1/8	1/16	1/32
Bank of New Brunswick	100	100	100	100	100
Bank of Montreal	100	100	100	100	100
Bank of St. John	100	100	100	100	100
Bank of Victoria	100	100	100	100	100
Bank of Western Canada	100	100	100	100	100
Bank of the Province	100	100	100	100	100
Bank of the City	100	100	100	100	100
Bank of the North	100	100	100	100	100
Bank of the South	100	100	100	100	100
Bank of the West	100	100	100	100	100
Bank of the East	100	100	100	100	100
Bank of the Middle	100	100	100	100	100
Bank of the North West	100	100	100	100	100
Bank of the South West	100	100	100	100	100
Bank of the North East	100	100	100	100	100
Bank of the South East	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100
Bank of the North Coast	100	100	100	100	100
Bank of the South Coast	100	100	100	100	100
Bank of the West Coast	100	100	100	100	100
Bank of the East Coast	100	100	100	100	100

