

# The Daily Tribune.

SAINT JOHN, N. B., THURSDAY EVENING, SEPT. 11, 1873.

No. 222

VOL. II

## THE DAILY TRIBUNE

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

Subscription Price \$5 per annum in advance. SINGLE COPIES TWO CENTS.

Regular Carriers 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 \$6.25, or \$3, postage paid at office of delivery.

THE WEEKLY TRIBUNE

Is issued every TUESDAY MORNING, and mailed in time for the early morning trains, East and West.

Subscription Price ONE DOLLAR, invariably in advance. POSTAGE MUST BE PAID AT THE OFFICE OF DELIVERY.

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## THE PACIFIC SCANDAL.

Continuation of the Inquiry—Garter's Committee on the Stand—What they Know about Election Funds—What the Grits Think about the Situation.

[FROM OUR OWN CORRESPONDENT.]

OTTAWA, Sept. 8.

The proceedings of the Royal Commission are not quite exciting enough to satisfy the leech-like appetite of the public, and, as a consequence, the room where the investigation is held is not over-crowded. The startling denials that were to come to the surface, the hideous iniquity of our rulers that was to be revealed, are yet mythical, and have not yet emerged from the realm of shadows. The change of sentiment here in Ottawa, since the first day's evidence was given, is remarkable; it is to be hoped that it is indicative of the general change which will take place throughout Canada, when the sworn evidence is published, and the "sober second thought" of an intelligent public will compel a verdict in accordance with the facts, independent of any flimsy or imaginary parliamentary irregularity. The Grits are not the least-monthed boasters of the past ten days ago is a thing of the past. The witnesses examined were named by Huntington, and were the men by whom he hoped to prove his case. Every one of them (including McPherson, who is recently not only a member of the Pacific Railway but also a witness in the case) has given evidence which shows, as far as evidence can show, that there is not the shadow of a reason for the belief that our Government is in any other than the most honorable way, and, as well as they could then judge, in the interests of Canada. "Oh," say the Grits, "we told you so." We said the Commission would close the Government is doing this desirable work. The Government is being cleared.

By MR. HUNTINGTON'S OWN WITNESS.

"You sold the charter to Sir Hugh before the election, and in return he was to 'supply you with funds to carry the election.'"

"I declare most positively," said Sir Francis Hincks, "that during and long after the election, the Government had no knowledge of any policy concerning the railway, except that of endeavoring to effect an amalgamation of the two 'Canadian Companies.'"

"In November" (month after the election) says Mr. McPherson, "Sir John A. Macdonald came to me in 'Toronto, and urged me strongly to bring about an amalgamation, urging as a reason that it would take the 'Grits' out of the capital and influence which could be got to ensure the success of the great enterprise."

"But," says a Grit correspondent near me, "when Sir Hugh subscribed to 'The Grits' he would have more friends in Parliament to help him." But this is not the charge brought against the Government. No man who believes in a future state of existence will have the temerity to assert that the Government, schemes, or hopes of any man, unless they become partners in his plot. The fact is, that Sir Hugh subscribed largely to the election fund in order to help men who had aided him in his NORTHERN COLONIZATION RAILWAY SCHEME.

Whether he hoped they would aid him in the other railway enterprises was no concern of the Government; and the fact remains unimpaired, that many of the men whom Sir Hugh helped in the elections, were NOT the GOVERNMENT CANDIDATES.

"There's nothing in this 'Pacific Scandal,'" said Thomson, of Welland, "but an ordinary case of a man in a position of trust, who has been entrusted with a large sum of money, and who has used it to help his friends, and to bring about an amalgamation of the two 'Canadian Companies.'"

"Well," says my Grit brother of the quill, "the Government will go overboard any day. The people cannot get over the outrage of the prorogation, and will in every way endeavor to defeat the Government on a want of confidence motion, and that the Huntington charges can go to the devil."

So the policy is, as we all know it was, the object of the Government; and as the Pacific Railway charges have virtually 'alien' through, the Parliamentary paragon, the bogus stock railway men, and the other members of the Government, are to fall back upon the subject.

Mr. Beaudry deposed that he was one of Carter's committee, and had been for a short time a Provisional Director of the Canada Pacific Railway Company. He knew of no negotiation or understanding between Sir Hugh and the Government respecting the disposal of the Pacific charter, or the furnishing of election funds. An election fund was raised in Montreal. Subscription lists were opened and amounts subscribed by merchant and others. Sir Hugh Allan was one who subscribed largely. At a certain period of the canvass, he went with two other gentlemen to Mr. Abbott, and signed a

## FOREST AND STREAM.

A Weekly Journal, Devoted to the Interests of Sportsmen, Fishermen, and Game Preservers.

Published by J. W. F. HARRISON, 100 FULTON STREET, NEW YORK.

Subscription Price, \$5 per annum in advance.

Single Copies, 10 CENTS.

Advertisements, as usual.

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## EDMUND E. BERNAY.

Sole Agent for New Brunswick for MASON & BAMLIN ORGANS and Henry F. Miller's Pianofortes.

# S. S. "ACADIA"

## THE FIRST FALL STEAMER!

Just arrived and will be immediately opened!  
**20 PACKAGES OF NEW GOODS!**

COMPRISING AN ASSORTMENT OF  
**New Prints, Roll Linings, Black Cashmere,**  
BLACK LUSTRES, REAL ALPACAS,  
CRAPES, SHAWLS, DRESS BUTTONS,  
RUFFLES, LEATHER BELTS,  
MALTERS & YAK LACES,  
RIBBONS, BOOT LACES,  
HABERDASHERY and FANCY GOODS.

At our usual low rates.  
**EVERITT & BUTLER,**  
Wholesale Warehouse,  
15 & 17 KING STREET.

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

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

Women's, Misses' and Children's **BOOTS and SHOES,**  
IN SERGE, KID and GRAIN LEATHERS.  
FACTORY, No. 35 UNION STREET, ST. JOHN, N. B.

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

# HOMESPUNS!

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

**FIRST CLASS COTTON WARPS.**  
The above named Responsible Goods are all of SUPERIOR QUALITY, manufactured from the  
best materials, and guaranteed to give COMPLETE SATISFACTION.  
No ORDERS FROM THE TRADE UNLESS ACCOMPANIED BY PAYMENT.  
No Warehouse—Road's Building, Water Street.

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

The Best Assortment of Really  
**FIRST CLASS MACHINES IN ST. JOHN**

Are only to be had at MILLAR'S, viz:  
**THE LOOKMAN, THE HESPELER, THE SINGHILL, & Co.**  
AGENT FOR THE  
**MARITIME FAMILY KNITTING MACHINE**

**DAVID MILLAR,**  
79 King St., (Opposite the old Bank Building.)  
**RECEIVED PER "LADY DARLING."**

SIXTY PACKAGES CONTAINING:  
**Blue and Brown Beavers and Pilots,**  
**BLACK AND BLUE BROADS!**  
**WORSTED COATINGS.**

White Cottons,  
White Linens,  
Linen Handkerchiefs,  
Linen Shirt Fronts,  
Linen Threads, all kinds  
Prints, Dress Goods, Ribbons, etc., etc.  
**T. R. JONES & CO.,**  
CANTONMENT ST.

# GREY COTTON!

WE would call the attention of Purchasers to the  
**GREY COTTON**  
We are now making. This article is manufactured out of **AMERICAN COTTON,**  
WHICH IS  
**MUCH SUPERIOR**  
to the material used in making English Grey Cotton.

It will be found quite as CHEAP, and REALLY MUCH BETTER than any other Cotton  
in the market.  
**For Sale by the Dry Goods Trade.**  
**WM. PARKS & SON,**  
New Brunswick Cotton Mills,  
SAINT JOHN, N. B.

**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.,**  
159 Union Street,  
**GEORGE MURDOCH,**  
Harness Maker,  
AND DEALER IN  
a Driving and Working Harness, Whips,  
Curtain Rings, Brushes, &c., always on hand.  
See Street attention paid to Jobbing and  
REPAIRING.  
**DR. J. BREEN,**  
Graduate of Georgetown Medical College,  
WASHINGTON, D. C.  
Office and Residence—**Morrison's Block,**  
**MAIN STREET,**  
**PORTLAND, N. B.**

**MOORE'S**  
**Sign Painting**  
**ESTABLISHMENT,**  
47 Germain Street,  
dec 1

**ROBERT MARSHALL,**  
Fire, Life & Marine Insurance Agent  
**NOTARY PUBLIC,**  
ST. JOHN, N. B.

**WILLIAM DUNLOP,**  
Wholesale and Retail Dealer in  
**Flour, Groceries & Liquors,**  
No. 40 CHARLOTTE STREET,  
ST. JOHN, N. B.

**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's services are of great value, and  
as the Subscriber procures to give all the  
information that can be obtained from his  
practical experience, he is enabled to make  
the cost of his work, when compared with that  
of other architects, very low.  
dec 25

**HATS & CAPS,**  
At **DUNN BROS.,**  
75 KING STREET.  
dec 25

# The Daily Tribune.

J. L. STEWART, EDITOR.  
THURSDAY EVENING, SEPT. 11, 1878

**The Balloon (Enterprise) Goes Up.**  
The great balloon that was to have  
started last night from New York for  
Europe did not leave its anchorage.  
The seams ripped under the pressure of  
the gas used in inflating it, says one  
telegram, and it hole in it,  
says another. This result was  
not unexpected. It was generally  
understood that something would  
happen to prevent the ascent, and cautious  
journalists refrained from spreading  
themselves on ballooning in general  
and this enterprise in particular. So far  
as has been demonstrated by actual  
observation the balloon would be as  
likely to sail westward to the Rocky  
Mountains as eastward over the Atlantic,  
although Prof. Weisselgond's theory of  
a steady easterly current at the  
height of the balloon should start at the  
beginning of a big blow from the west it  
would undoubtedly be carried safely across  
the pond in two or three days. "Old Probabilities"  
should be chosen for starter if a successful  
passage is the only thing desired.  
This, however, would not settle the  
 vexed question of the easterly  
current, and the practicability of  
other voyages by the same route.  
It is too bad that so much money  
has been expended, and so many  
hopes raised, for nothing, and we hope  
the balloon will yet be started on its  
journey. The proprietors of the *Daily  
Graphic* have been perfectly sincere, and  
they will be subjects for commiseration  
if the men for whom they have expended  
so much money back out of the enterprise  
now. It will be strange, indeed,  
if in this venture, one and a half million  
if volunteers cannot be found to take the  
place of any who may back out of the  
enterprise in consequence of the demonstrated  
weakness of the balloon.  
The following dispatch to the *Boston  
Journal*, dated New York, Sept. 8th,  
shows that a hitch somewhere was  
expected:  
There are strange rumors of a bad  
hitch in the transatlantic balloon enter-  
prise. It is said that Prof. Weisselgond  
is dissatisfied with the manner in which  
the balloon and some apparatus have been  
constructed. The principal defect of  
which he complains is the fact that the  
straps of muslin which hold the balloon  
sewed together with cotton thread, instead  
of silk thread, thus increasing the  
weight of the apparatus. He is also  
dissatisfied with the manner in which the  
balloon is inflated, and he has proposed  
trip at all, and some of his friends  
threatened not to go on the proposed  
trip to fulfill the conditions of his contract.  
A gentleman named Ford, who has been  
relied on as one of the principal backers,  
is now undecided as to whether he will  
go or not. Donaldson, however, said to  
not present, but Donaldson was concerned  
he should go with the balloon, no  
matter what the course of Weisselgond  
may be in the matter. If Weisselgond  
and Donaldson all go on a trip, a fourth man  
will still be wanted. This fourth man  
has not yet been selected, so far as is  
known to outsiders. This fourth man,  
it was intended, should be some experienced  
man.  
The men who have furnished the capital  
for the enterprise are all men of means,  
and persistent, and if any one or more of  
the party who have been announced to  
go should in the last moment be out-  
rightly out, the party will probably be en-  
titled to accompany Prof. Donaldson.  
The balloon and apparatus were  
yesterday taken to the Captoline Grounds,  
Brooklyn, were visited by quite a large  
number of people to-day, and the deepest  
interest was manifested. Prof. Weisselgond  
was present, but Donaldson was not.  
Donaldson seemed somewhat gloomy and  
reticent, but in conversation with some  
persons expressed his firm belief in the  
success of the enterprise. The balloon  
was inflated with common air, and the  
air being pumped in with a steam  
engine and force pump, in order to test  
the strength of the apparatus. The preliminary  
and experimental inflation was completed  
at 9 o'clock, and there were no signs  
of giving away of the fabric. Many of  
the visitors came from out of town, being  
 anxious to avoid the crowd of Tuesday  
and Wednesday. A special feature was  
the presence of a large number of families.  
These spent hours upon the ground  
wondering from spot to spot, examining  
alternately the immense balloon jack by  
which extended for a hundred feet upon  
the ground, the laying of the gas pipes, and  
the tiny little steam engine with its cur-  
rent of condensed air to be pumped into  
the huge envelope. Two hundred cubic  
feet of air was required to inflate the  
balloon.

**Novo Scotia News.**  
His Lordship Bishop Binney was a  
passenger by the R. M. S. *Hibernian* for  
England, Tuesday. He is not expected to  
return before Christmas.  
Baker, who was among the excursion-  
ists to McNab's Island, Tuesday, while  
playing foot-ball made a leg made at  
the ball, fell and broke his leg.  
Capt. McConnell, of the brig *Fortuna*  
at Little Cobe Bay, from Halifax, re-  
ports having lost overboard his second  
mate, Robert McGregor, of Glasgow,  
when off Sheet Harbour, on the night of  
the 30th of August last. The night was  
dark and blustering at the time with  
heavy rain. The ship was instantly  
stopped and a search made for the mate,  
but no trace of him could be found.

The Convention of the Y. M. C. A. of  
the Maritime Provinces, met at  
Truro, last week, commencing on  
Thursday morning. Meetings were held  
three times every day, at which discus-  
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White, D. Miller, and B. N. Philbrick;  
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with which the obstinate whims of his  
advisers have inspired him. Our  
representatives in Parliament can't afford  
to permit the Minister to carry out his  
purpose. They can't afford not to have  
influence enough with the Government  
to prevent the Corporation of St. John  
being humiliated and the harbor being  
permanently injured. The outrage  
must and shall be prevented.

**Novo Scotia News.**  
His Lordship Bishop Binney was a  
passenger by the R. M. S. *Hibernian* for  
England, Tuesday. He is not expected to  
return before Christmas.  
Baker, who was among the excursion-  
ists to McNab's Island, Tuesday, while  
playing foot-ball made a leg made at  
the ball, fell and broke his leg.  
Capt. McConnell, of the brig *Fortuna*  
at Little Cobe Bay, from Halifax, re-  
ports having lost overboard his second  
mate, Robert McGregor, of Glasgow,  
when off Sheet Harbour, on the night of  
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dark and blustering at the time with  
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**Coroner's Inquest.**  
Yesterday afternoon an inquest was  
held at the Penitentiary on the body of  
Thomas Reavis, who died there on Tues-  
day morning. Very little information  
was obtained, further than the mere facts  
of his being taken out there and dying  
with no one near him. Mr. Quilston, the  
warrant, saw him when he arrived, and  
noticed that he walked a little lame, but  
never thought there was anything serious  
the matter with him. The keeper who  
received him also noticed that he seemed  
ill. Fitchell, the head keeper, noticed  
that he was trembling, and took his de-  
scription and gave him his prison clothes  
without requiring him to take the cus-  
tomary bath. The boy also told one of



### Steamboat

1878.

## THREE TRIPS A WEEK.

### International Steamship Comp.

#### SUMMER ARRANGEMENT.

ON and after Thursday, August 29th, the splendid sailing steamer "OLIVE" will leave for New York every MONDAY, WEDNESDAY, and FRIDAY morning at 6 o'clock, for Boston, Portland and Boston, connecting at Boston with the "Belle Brown" for St. Andrews and Oshawa.

Returning, leave Boston every Monday, Wednesday and Friday morning at 6 o'clock, and Portland every Monday morning at 6 o'clock, and Boston every Monday morning at 6 o'clock, and Portland every Monday morning at 6 o'clock.

No claims for unexpired after Goods leave the steamer.

Freight received on Tuesday, Thursday and Saturday only, up to 10 o'clock, and on the other days up to 12 o'clock.

H. W. GIBBONS, Agent.

### CLEMENT'S LINE.

#### Yarmouth and Boston Steam Navigation Company

#### LINE OF STEAMERS

BETWEEN NEW BRUNSWICK, NOVA SCOTIA, and BOSTON.

Improve your accommodations for passengers, and make your steamers more comfortable, by providing first-class staterooms, dining saloons, lecture halls, etc., on each steamer, and by providing first-class accommodations for passengers, and by providing first-class accommodations for passengers, and by providing first-class accommodations for passengers.

On to Yarmouth N. S., on the 1st of September, and on to Boston, on the 1st of September.

JOHN G. HALL & CO., Agents.

### Windsor and Annapolis Railway.

Through connection with Woodstock, Halifax, and Annapolis, and through connection with Woodstock, Halifax, and Annapolis.

On to Windsor, on the 1st of September, and on to Annapolis, on the 1st of September.

JOHN G. HALL & CO., Agents.

### GRAND LAKE.

On to Grand Lake, on the 1st of September, and on to Grand Lake, on the 1st of September.

JOHN G. HALL & CO., Agents.

### UNION LINE.

For Fredericton!

On to Fredericton, on the 1st of September, and on to Fredericton, on the 1st of September.

JOHN G. HALL & CO., Agents.

### ANCHOR LINE.

Atlantic Service.

On to Atlantic, on the 1st of September, and on to Atlantic, on the 1st of September.

JOHN G. HALL & CO., Agents.

### EMIGRANTS.

To New England.

On to New England, on the 1st of September, and on to New England, on the 1st of September.

JOHN G. HALL & CO., Agents.

### REGULAR AND DIRECT.

Steam Communication between Glasgow, Liverpool and St. John, N. B.

On to Glasgow, on the 1st of September, and on to Glasgow, on the 1st of September.

JOHN G. HALL & CO., Agents.

### EXPRESS LINE!

Evening Steamer for Fredericton.

On to Fredericton, on the 1st of September, and on to Fredericton, on the 1st of September.

JOHN G. HALL & CO., Agents.

### PEOPLE'S LINE.

Fredericton, Woodstock, Tobique and Grand Falls.

On to Fredericton, on the 1st of September, and on to Fredericton, on the 1st of September.

JOHN G. HALL & CO., Agents.

### Steamer City of St. John.

Through connection with Woodstock, Halifax, and Annapolis, and through connection with Woodstock, Halifax, and Annapolis.

On to St. John, on the 1st of September, and on to St. John, on the 1st of September.

JOHN G. HALL & CO., Agents.

### CHANGE OF DAY.

Through connection with Woodstock, Halifax, and Annapolis, and through connection with Woodstock, Halifax, and Annapolis.

On to Woodstock, on the 1st of September, and on to Woodstock, on the 1st of September.

JOHN G. HALL & CO., Agents.

### ST. JOHN TO HALIFAX.

Steamer "EMPRESS,"

On to St. John, on the 1st of September, and on to St. John, on the 1st of September.

JOHN G. HALL & CO., Agents.

### Ex S. S. Lady Darling.

On to Lady Darling, on the 1st of September, and on to Lady Darling, on the 1st of September.

JOHN G. HALL & CO., Agents.

### DEAL LACE COLLARS.

WROUGHT MUSLIN SETS.

On to Deal, on the 1st of September, and on to Deal, on the 1st of September.

JOHN G. HALL & CO., Agents.

### WALTHAM WATCHES.

All Grades.

On to Waltham, on the 1st of September, and on to Waltham, on the 1st of September.

JOHN G. HALL & CO., Agents.

### IRON, ROPE, CANVAS, LEAD, &c.

On to Iron, on the 1st of September, and on to Iron, on the 1st of September.

JOHN G. HALL & CO., Agents.

### Intercolonial Railway.

1878 - Summer Arrangement - 1878.

On to Intercolonial, on the 1st of September, and on to Intercolonial, on the 1st of September.

JOHN G. HALL & CO., Agents.

### COMMUNICATING ON.

MONDAY, 26th May, 1878.

On to Monday, on the 1st of September, and on to Monday, on the 1st of September.

JOHN G. HALL & CO., Agents.

### 530 DOZEN BUCKER'S MILL SAW.

On to Bucker's, on the 1st of September, and on to Bucker's, on the 1st of September.

JOHN G. HALL & CO., Agents.

### SAW MAKERS' PLATE.

On to Saw, on the 1st of September, and on to Saw, on the 1st of September.

JOHN G. HALL & CO., Agents.

### FOSTER'S SHOE STORE.

On to Foster's, on the 1st of September, and on to Foster's, on the 1st of September.

JOHN G. HALL & CO., Agents.

### CHAMPAGNE.

On to Champagne, on the 1st of September, and on to Champagne, on the 1st of September.

JOHN G. HALL & CO., Agents.

### STOCK'S CELEBRATED MACHINE OIL.

On to Stock's, on the 1st of September, and on to Stock's, on the 1st of September.

JOHN G. HALL & CO., Agents.

### THE PERFECT HORSE.

On to Perfect, on the 1st of September, and on to Perfect, on the 1st of September.

JOHN G. HALL & CO., Agents.

### THE LATEST BOOKS.

On to Latest, on the 1st of September, and on to Latest, on the 1st of September.

JOHN G. HALL & CO., Agents.

### IRON CLAD PAINT.

On to Iron, on the 1st of September, and on to Iron, on the 1st of September.

JOHN G. HALL & CO., Agents.

### Butcher's Mill Saw Files.

On to Butcher's, on the 1st of September, and on to Butcher's, on the 1st of September.

JOHN G. HALL & CO., Agents.

### HALL STOVES.

On to Hall, on the 1st of September, and on to Hall, on the 1st of September.

JOHN G. HALL & CO., Agents.

### Non-Freezing Pumps.

On to Non-Freezing, on the 1st of September, and on to Non-Freezing, on the 1st of September.

JOHN G. HALL & CO., Agents.

### Best Web Steel.

On to Best, on the 1st of September, and on to Best, on the 1st of September.

JOHN G. HALL & CO., Agents.

### WILL SAW PLATE.

On to Will, on the 1st of September, and on to Will, on the 1st of September.

JOHN G. HALL & CO., Agents.

### LITTLE GIRLS & BOYS' BOOTS & SHOES.

On to Little, on the 1st of September, and on to Little, on the 1st of September.

JOHN G. HALL & CO., Agents.

### FOR THE PIC-NIC!

On to Picnic, on the 1st of September, and on to Picnic, on the 1st of September.

JOHN G. HALL & CO., Agents.

### BRIDGE CONTRACT.

On to Bridge, on the 1st of September, and on to Bridge, on the 1st of September.

JOHN G. HALL & CO., Agents.

### NOTES AND NEWS.

On to Notes, on the 1st of September, and on to Notes, on the 1st of September.

JOHN G. HALL & CO., Agents.

### Business Cards.

On to Business, on the 1st of September, and on to Business, on the 1st of September.

JOHN G. HALL & CO., Agents.

### T. C. GEDDES.

CUSTOMS BROKER.

On to T. C. GEDDES, on the 1st of September, and on to T. C. GEDDES, on the 1st of September.

JOHN G. HALL & CO., Agents.

### FORWARDING AND COMMISSION AGENT.

On to Forwarding, on the 1st of September, and on to Forwarding, on the 1st of September.

JOHN G. HALL & CO., Agents.

### BAY VIEW HOTEL.

On to Bay View, on the 1st of September, and on to Bay View, on the 1st of September.

JOHN G. HALL & CO., Agents.

### FOREIGN FIRE PROSPECTUS.

On to Foreign, on the 1st of September, and on to Foreign, on the 1st of September.

JOHN G. HALL & CO., Agents.

### ASSURANCE COMPANY.

On to Assurance, on the 1st of September, and on to Assurance, on the 1st of September.

JOHN G. HALL & CO., Agents.

### London and Aberdeen.

On to London, on the 1st of September, and on to London, on the 1st of September.

JOHN G. HALL & CO., Agents.

### Fire Assurance of Every Description.

On to Fire, on the 1st of September, and on to Fire, on the 1st of September.

JOHN G. HALL & CO., Agents.

### VINEGAR BITTERS.

On to Vinegar, on the 1st of September, and on to Vinegar, on the 1st of September.

JOHN G. HALL & CO., Agents.

### Grateful Thousands proclaim.

On to Grateful, on the 1st of September, and on to Grateful, on the 1st of September.

JOHN G. HALL & CO., Agents.

### PERSONAL POSITION.

On to Personal, on the 1st of September, and on to Personal, on the 1st of September.

JOHN G. HALL & CO., Agents.

### AYER'S CATHARTIC.

On to Ayer's, on the 1st of September, and on to Ayer's, on the 1st of September.

JOHN G. HALL & CO., Agents.

### AYER'S PILLS.

On to Ayer's, on the 1st of September, and on to Ayer's, on the 1st of September.

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