

SUMMARY OF NEWS

(THE SAILOR'S HOME)—Liverpool. A correspondent of the Standard says—This useful and excellent institution (the Sailors Home) will be erected in the vicinity of the Post Office and the Custom House near the water's edge. The project was set on foot in 1841, and a committee, consisting of some of the most influential men in Liverpool, undertook its management. The "Home" will be on a very grand scale, as becomes the commercial greatness of Liverpool, will afford its occupants comforts and security which poor Jack on shore is often in need of, will supply him during his temporary sojourn on terra firma with a news-room, a library, a species of domestic savings bank, &c.—every care, in fact, being taken to falsify the old proverb, that our sailors can earn their money like horses and spend it like asses.

Without attempting to particularise it from end to end, let me just set down a few of the features which most struck me. The different benefit Lodges, and so forth, had each, of course, their ensigns and mystic symbols. So had the trades. You saw far off glancing among the flags, perhaps, the model casks of the coopers; then, would come moving 'practicable' models, as they would say in the *Coutisse*, of the artificer at his trade. Doll coopers laboured at mimic casks. Then, perhaps, would be the engineers—observe the models of boilers, and steamers, and paddle-wheels. The ingenious men of iron are greeted with a loud cheer. Who follows? The carpenters, with models borrowed from the hearts of oak. A transparency of Lord Nelson leads the way, and is not there a host of grateful acclamations for the legend, "England expects every man to do his duty"? And then, come ships, with all their ensigns—men-of-war, brig, schooner, models of every craft which float the waters. Another band—Rule Britannia! is their favourite air, and rising shrilly over it you hear a fluttering strain of shrill piping. 'Tis the boat-swain's whistle. Now come the sailors. Jack is not half such a steady-going fellow as his friend the landsman—even as his amphibious cousin, the ship carpenter—and so he goes following along, not marching with the staid gravity of the other, but laughing and capering about and flourishing his hat in token of amicable greeting to every one of the balances where pretty girls abound. And they in their turn acknowledge the compliment with a whole volley of handkerchief flitting. In fact, Jack stirs up quite an enthusiasm. His part in the procession is far the best—far the most pleasant—the most exciting—and accordingly he is cheered to the echo—cheered, God save the mark—almost as much as his Royal Highness himself.

Disasters on the Coast of Patagonia.—In consequence of the severe losses that the Underwriters at Liverpool have sustained by dreadful shipwrecks which have lately occurred at Patagonia, they will be precluded from covering them another season. Shipowners will, therefore, have to collect the guano which still remains at their own risk.

The Queen's Household.—The following appointments have just been gazetted:—The Earl of Morley to be one of the Lords in Waiting in ordinary to her Majesty, in the room of the Earl of Morton, resigned.—The Earl Ducie to be one of the Lords in Waiting in the room of Viscount Havardene, resigned.—Lord Waterpark to be one of the Lords in Waiting in the room of Viscount Sydney, resigned.—Lord Foley to be Captain of her Majesty's Hon. Corps of Gentlemen at Arms in the room of Lord Forester, resigned.—Viscount Falkland to be Captain of her Majesty's Guards of Yeomen of the Guard, in the room of the Earl of Beverly, resigned.—The ex-King of Holland, Louis Buonaparte, Count de St. Leu, and father of Prince Louis Buonaparte, who lately escaped from the fortress of Ham, died at Leghorn, of apoplexy, on the 24th ult. He was in his 67th year.

We regret to learn that Sir G. Arthur, the Governor of Bombay, is in a bad state of health. Sir C. Napier is stated to have been suffering from a bowel complaint, of so severe a form as to excite the alarm of his friends.

Boston, August 26.—Earthquake.—About five minutes before five o'clock, yesterday morning, there was an earthquake, which was very sensibly felt in this city and the vicinity, and accompanied by the usual rumbling noise. The shock was sufficient to cause the rattling of doors and window shutters, and to render the oscillation of the walls of houses distinctly visible. The motion seemed to proceed in a direction from northwest to southeast, and lasted several seconds.

We hear of the shock at Springfield, at the same instant, where it is said to have been of longer duration than could have been produced by a cannon, or the explosion of a powder mill. At Worcester, bells were rung in houses. Braintree, Dedham, Concord, and various intermediate places felt the shock. At Newburyport the time is fixed at five o'clock. At Jamaica Plain, a chimney was shaken down. A writer from Beverly says it sounded as though a dozen railroad trains were passing over my house.

Melancholy Suicide.—On Tuesday so early or late in the afternoon, a well dressed man came into the Police Office at the Tombs, and by his strange conduct gave evidence of his mental derangement. It was thought best, under the circumstances, to place the insane man, who proved to be Mr. Westary W. Woodworth, son of Judge Woodworth, of Albany, under the care of the keepers of the prison, and he was therefore temporarily committed by Justice Osborne, preparatory to his being conveyed to a lunatic asylum. On entering his cell yesterday morning, at about 5 o'clock, he was found lying dead on his bed, with a dreadful gash on his left arm. He

had bled to death. A post-mortem was found in the cell, and had, no doubt, been the instrument with which he caused the wound in his arm. The Verdict of the Coroner's jury was, that "Westerly W. Woodworth came to his death by a wound in his left arm, inflicted with a penknife, by his own hand, while in a state of mental derangement."

From Police P. R.—By the arrival of the brig Cordelia, Captain Hatch, from Ponce, P. R.—August 9th, we are informed that three large ships were loading for Europe, but there would be scarcely sufficient sugar of the present crop to fill them. The last price paid for Europe was 4 cents, while planters were holding out for 4 1/4 for balance of crop. Molasses was very scarce, and sold at \$33 per 110 gallons. [New-York News.]

Mexico.—The New Orleans papers add little to the intelligence brought by the Adeline to this port from Havana. The Pizarro says that Santa Anna was to embark for Vera Cruz, in the Montezuma, which had been purchased for him through an English house; but the Cap. of the Adeline, it will be remembered, reported that he had already sailed in the Br. steamer Arab.

FROM THE ARMY. The New Orleans Bulletin contains the following letter, dated MATAMORAS, AUGUST 6.

General Taylor left here two days since for Canajago by the river, to await the assembling of the army at that point, for the march to Monterey. It is thought he will be able to begin the march by the 1st or 10th September. His field force will be 2500, and if the 2d Infantry arrive in time, say, 3000 regular troops, with 7,300 volunteers, as follows:—three Texas regiments; two Ohio; one Georgia; two Kentucky; one Tennessee; one Alabama; one Mississippi, regiments, and the Baltimore battalion, in all say, 10,000 men. The two Indiana regiments will probably be distributed between this city and the mouth of the river, under the command of Brigadier General Lane.

One of the Texas mounted regiments, under Col. Hays, marches by a wide circuit through San Fernando, Leonora, &c. to join the main army at Canajago, or on the march to Monterey. They will probably find work, as Meina is said to be at Leonora with the wreck of Arista's force. The artillery will be composed of Duncan's, Polkey's and Bragg's batteries, of two six pounders, and one twelve pound howitzer each, and a fourth battery of two twelve pound guns, and two twenty-four pound howitzers, under Capt. Webster, in all sixteen pieces, with six horses to each gun. They will travel easily.

The dragons will probably be increased to 300 or 350 by recruits. They have been nursing their horses ever since the battle, and are in better condition than they then were. Two of the Texas regiments are mounted riflemen, and will make the whole force of horse, say, 1400.

By the close of September, this column will reach Monterey, where the chances of a battle are sufficiently uncertain to make it a matter of daily doubt and speculation. The very air is rife with rumors. It is said that Wood is now in command; if so, and he continues there, it is a guarantee of hard knocks.

Horrible Crime.—In 1845, during the procession of the Fete-Dieu at Kleinzeit, a small town in Hungary, a widow named Witrowskiesky, lost her child, a little girl in the crowd. All her efforts to find her were in vain. This year she again attended the procession, when she was accosted by a little girl, holding in her hand a wooden box, who was begging for alms. She immediately recognised her own child; but, to her horror, on examining her, she found that she was blind, the orbits of her eyes being empty! A woman who attempted to obstruct Madam Witrowskiesky in taking away the child, was arrested, when she confessed that she was a public mendicant, that she had stolen the child and scooped out its eyes with a knife, in order to excite the great commiseration for the unfortunate little creature, and thus to obtain more abundant alms. The punishment inflicted by the Hungarian laws for this crime is breaking alive on the wheel, commencing with the lower extremities.

Another Fire in Montreal.—On the 18th instant, a fire broke out in an out-building attached to the premises of Mr. Thompson, at these Crosses. The flames soon communicated to the adjoining buildings, and within an hour from the first appearance of the fire, the Hochelega Hotel, belonging to Mrs. Griffith, the premises of Messrs. Thompson and Brown, and a house belonging to Mr. Ross, were burnt to the ground.—Loss estimated at 27,500—partly insured.

WOLF FIGHT.—We copy the following exciting particulars of an encounter with Wolves, from the Bytown (Canada) Gazette:— About a fortnight ago a young man named Wm. Jackson, in one of the back settlements, was running from the woods, where he had spent part of the day shooting pigeons. When within about a mile of home he heard a cracking in the underwood behind him, and turning to learn the cause of the noise, he beheld three enormous wolves coming directly toward him. He saw no chance of escape, and determined to fight it out as his only chance of safety. He threw down his game, placed his back against a large tree, and silently awaited the attack of the ferocious animals. The wolves approached and walked around him two or three times at a short distance, but seeing no chance of attack behind, they advanced in front.

When they were within a few feet, he le-

velled his gun, and fired the two barrels in succession, and two of the wolves fell mortally wounded; the third sprang at him, and was slain on the head with a stunning blow from the butt end of the piece, but the animal recovering seized the young man by the leg and both fell to the ground together in a deadly struggle, in which the wolf tore his antagonist severely in different parts of the body. Feeling himself growing weak from loss of blood, the youth with some difficulty drew a knife from his pocket, made one desperate plunge at the savage animal, and immediately fell exhausted and senseless at the foot of the tree awfully mangled in the conflict and covered with blood.

When consciousness returned, the sight of his three enemies lying dead beside him, awakened his wandering senses to the reality, and his almost miraculous escape from death. His knife he found sticking firmly to the handle in the heart of his latest foe. With great difficulty he reached home and alarmed his friends, who repaired to the spot with lights, and brought home the skins of the dead wolves, as trophies of what may be justly called an extraordinary exploit. The hero of the fight has nearly recovered from his wounds though he will bear to his grave the broad scars of his triumphant and deadly struggle with the three wolves. [Bytown (Canada) Gazette.]

RESPONSIBLE GOVERNMENT IN CANADA.—A letter has been received, (and published) in Canada from Sir Allan M. N. B. which gives his reasons for tendering his resignation of the office of Adjutant-General. He says that, when the situation was offered him he was solicitous to be supported by proper deputies, and recommended Dr. Tache for Lower Canada, and Mr. Cameron for Upper Canada; and that the Governor-General acceded to his request, and he consented to receive his commission upon the condition that the names should be his deputies. That a *rouleau* carried out by the nephew of Col. McDonnell, and signed by most of the Members, in that gentleman's favour. That the Executive Council, acting upon this *rouleau*, compelled the Governor to break his promise to Sir Allan, and appoint Col. McDonnell instead of Mr. Cameron.

Subscribers indebted to the Standard Office for two years and upwards, will be called upon during the ensuing week, when we trust they will be prepared to pay their respective accounts.

THE STANDARD.

ST. ANDREWS, WEDNESDAY, SEP. 2, 1846.

CHARLES LEITCH, President. Director next week—Robert Walton. T. B. Wilson, Esq., Solicitor. Discount Day—TUESDAY. Hours of Business, from 10 to 2.

BILLS AND NOTES FOR DISCOUNT MUST be lodged with the Cashier, on or before MONDAY otherwise they must lie over until next week.

SAUNDERS AND WORTH, Auctioneers—R. M. Andrews, R. Walton, C. W. Dunlop, M. S. Hannah, John Bailey.

ST. ANDREWS Steam Mills and Manufacturing Company. R. M. ANDREWS, Esq., President. Director this week—B. R. Fitzgerald. J. Wetmore, Agent. SAINT STEPHENS BANK. G. D. King Esq., President. Director next week—R. Wilson. Discount Day—SATURDAY. Hours of Business, from 10 to 1.

BILLS AND NOTES FOR DISCOUNT MUST be lodged with the Cashier, on or before FRIDAY, otherwise they must remain in his hands until the following discount day.

LATEST DATES. Liverpool—Aug 4 Montreal—Aug 23 London—Aug 3 Quebec—Aug 24 Edinburgh—Aug 1 Halifax—Aug 26 Paris—Aug 1 New York—Aug 29 Toronto—Aug 17 Boston—Aug 31

WOOD RAILWAYS.

In our last number we made some remarks on wood railways:—there are several other points which have an important bearing upon this question, a few of which it may not be improper now to mention. The rim of the driving wheels of a locomotive on a wood railway, may be made six inches wider or as wide as the rail is. On an iron railway the part of the wheel that rubs the rail, is not more than an inch and half, or two inches wide, and consequently it does not take as great a hold of the rail, (or to speak more scientifically, it does not produce so much friction) as the wider rim. The locomotive on a wood railway will therefore draw a greater load than one of equal power upon an iron railway, on the same plane; or it will ascend a steeper inclined plane on wood, than on iron. A rim of more than one foot in a hundred, is usually considered too much on an iron railway; double that rise can be easily passed over by a train upon a wood railway. It is scarcely necessary to add that the practicability of ascending steeper planes, will save much time, labour and expense for making excavations and embankments, and for tunnelling, in the construction of railways.

One peculiarity of the guide wheel carriage, is the facility and safety with which it turns an abrupt curve in the road, without being upset or thrown off the line. A wood railway can therefore be made more crooked than an iron one, and the trains notwithstanding will pass over it with as

equal safety and speed, to that practicable on iron rails. The advantage of this is the facility with which hills can be avoided, and a level road made, without much expense for excavation and embankment.

There is one disadvantage, either real or supposed, which in this country may operate more against the successful working of a wood railway, than any other. It is the difficulty of clearing the rails from snow and ice in the winter season, which will probably be greater on a broad wood rail, than on a narrow iron one. The difficulty we apprehend is not insuperable—a little more time and labour perhaps will be necessary for clearing a wood rail of obstructions than a metal one; but all the disadvantage arising from this source, will be found nothing in comparison with the advantages to which we have just been directing attention. Besides it will be easy by using large sleepers, to have the upper side of the rails a foot and half or two feet from the ground; which would keep them tolerably clear of snow during the greater part of the winter.

From a careful review of the whole matter it certainly seems highly probable, that wood is destined to supersede iron in the construction of railways in all countries where the former is abundant. Even in Ireland there is a railway now being made of wood, and at much less expense than iron would require. In America the experiment only wants to be tried to be successful.

We have as yet only referred to the cost of the rails. This can be easily estimated, but the whole cost of making the road is a more difficult subject for computation. Without an accurate survey and careful estimate of all expenses, it is impossible to give a statement of the entire cost of a railway, that would be an approximation to the truth. One thing is certain, that in constructing a wood railway, the expenses, independently of the cost of the rails, will be materially less than those required for an iron railway; as steeper planes can be ascended, and hills more easily avoided, without deep cuts or high embankments. Some who ought to be good judges of such enterprises, are assured that the whole expense of a wood railway might be defrayed for £500 per mile. This may be so; but if the whole expense were £800 or £1000 per mile, it is a moderate sum compared with the cost of an iron railway. It is by no means probable that the entire cost would be so much as the latter sum mentioned, but with the data only which we now have, it would be imprudent to attempt fixing any precise amount.

On this point some of our practical road-makers through the country might furnish us with important information. It is only necessary to determine what the average expense per mile would be of laying cross sleepers, ten feet long a yard apart, and not less than a foot in diameter; so that in no place there would be more than one foot rise in sixty. No digging or road-making is necessary, except where the unevenness of the ground requires excavation or embankment: on level ground the sleepers could be placed without any road's being previously made.

We shall discuss this subject for the present, by expressing an earnest hope that we shall soon have a practical illustration of the excellence of a wood railway. When iron rails almost universally require a high rate of interest for the money which they cost,—what must be the return from a railway of wood! The benefits likely to accrue from the establishment of a line from the Bay of Fundy to Canada, are so numerous and important, that we shall take the liberty of frequently pressing this subject upon the attention of our readers.

THE EXCURSION TO GRAND MANAN.—On Thursday last, the steamer "Nequasset" took a number of passengers on a pleasure excursion to Grand Manan. The evening previous being rainy and unpleasant no doubt prevented many from going in the expectation that the following day would be unfavourable for such a trip. The day however turned out fine, and a considerable number from St. Andrews and Eastport, and a few from Saint Stephen, mustered on board the steamer. The first halfpenny made on Grand Manan, was Dark Harbour, where the boat remained, a short time, and then proceeded round the island to the residence of Wilford Fisher, Esq. Several gentlemen, who had not previously visited Grand Manan, expressed their surprise at the beauty and the extent of cultivation on the eastern side of the island. It appears to possess the natural features of a very fine country, and doubtless in the lapse of a few years will become so.

Altho' there was a little fog in the forenoon, the day upon the whole might be considered fine: all on board seemed to enjoy the excursion, and some were anticipating the pleasure of a second trip. Great credit is due to Capt. Michener and the officers of the boat, for their unwearied exertions in promoting the pleasure and comfort of the passengers. The steamer is a nice clean vessel and the management is good, and deserving every encouragement. It is to be hoped that frequent trips of this kind will be made;—the public may rest assured that on these as well as other occasions, they will meet with courtesy and attention on board the Nequasset.

We understand that if there is sufficient encouragement offered, the Nequasset will proceed to the Village of St. George, on a pleasure excursion, on Friday the 11th instant, where she will remain for several hours, and return in the afternoon. Those desirous of spending a few hours pleasantly, and viewing the General Muster of the 1st division of the Charlottetown Militia, will have an opportunity of doing so. We will give notice in our next, should the arrangements be completed.

The Legislature of Newfoundland, has voted the sum of £100, to be distributed among the non-commissioned officers and soldiers of that Garrison, as a mark of approbation of their great exertions at

the late and former fires which have taken place in that City.

SYNON OF NEW BRUNSWICK.—The annual meeting of the Synod of New Brunswick, in connection with the Church of Scotland, will be held in St. James's Church, Newcastle, Miramichi, on the 10th instant.

The New-York Examiner—one of the best literary papers, published in the States, has not reached us, for several weeks; the only copy we received since May, is that of the 29th August.—The Examiner is a large weekly sheet, devoted to "Literature, art, science, agriculture, general intelligence and amusement," and published at the low price of \$2 per annum. Subscribers names received at this office.

A PATRIARCH.—The Charlotte P. E. Island Gazette says—Alexander Anderson, Esq., who proposed the Candidates at Bedouque, in a speech of considerable length, and who also swore in the Returning officer and Poll Clerks, completed his hundredth year last October. He never uses a walking cane, and his conversation and intellect are as lively as they were fifty years since. He has been a Magistrate for the last forty years.

MILITIA INSPECTION.—On Tuesday week the 1st Division of the 3d Battalion C. C. Militia, assembled at Indian Island, under the command of Col. Hatch, for inspection. The day was fine, and the cleanliness and orderly conduct of the men, did them great credit. It is somewhat to be wondered at, that a population living upon islands and following fishing chiefly for a livelihood, should on days of muster turn out with such good feeling. The division performed the different evolutions to the admiration of a number of spectators assembled from St. Andrews, Eastport, and different parts of the County. At the close of the inspection, Major Hatheway, who formerly belonged to the battalion, took his leave of it in a feeling address. Col. Hatch followed, and spoke at some length on the general good conduct of the men for twenty-six years which he had commanded the battalion—mentioned in high terms Major Brown, who, from his zeal and readiness upon all occasions to perform his duty, his Excellency the Lieutenant-Governor had given him the promotion, serving as a stimulus to many young men now in the ranks to imitate so good an example; adding, that the same principle that moved any one to perform faithfully the duty of a Militiaman, would stimulate him to the performance of all duties incident to society. He complimented the different officers, especially on the precision they put the battalion through the manual and platoon exercise, also the Quarter-Master for the good state of the barracks; after which the division was dismissed, and the men went quietly to their respective homes. The officers repaired to partake of a lunch prepared for them by the hospitality of the inhabitants of Indian Island.

Melancholy Accident.—We regret to learn that on Friday last, Mr. Michael Moore, a farmer, in the Parish of Lincoln, in the County of Stirling, came by his death in a sudden and distressing manner. Mr. Moore had been in Fredericton on some business, and having returned home in the afternoon went to the pasture to procure a horse for the purpose of carrying him to visit an acquaintance at some distance. Having secured the animal, he proceeded to comb out and pull some hair from its tail, when the brute kicked him with such violence as occasioned a rupture of the stomach and gall bladder. Medical assistance was procured from Fredericton, but nothing could be done to preserve life, and the unfortunate man expired on the following day, having suffered great torture.

The body of the deceased was brought to Fredericton on Monday last, attended by a great number of carriages, filled with friends and acquaintances, and interred in the Roman Catholic burying ground in this city. Mr. Moore was much respected, and has left a widow and two children to deplore their loss. —Head Quarters August 26. His Excellency the Lieut. Governor, Lady Colebrooke and family, arrived here last evening in the steamer New Brunswick. We are happy to learn Lady Colebrooke's health is much improved, and Master George Colebrooke is said to be fast recovering from the effects of the accident he met with at Saint Andrews.

We regret to learn by a paragraph in the last Gleaner, that a schooner named the Indian Queen, Capt. Vigneau, recently landed several passengers, having the small pox, at Chatham. There is little doubt of the chance of the spread of the disease, in the next Session of the Magistrates; in the mean time, the crew and passengers, 15 in number, have been sent to the Hospital.—Reporter.

The whole country for many miles is enveloped in smoke, resulting from the numerous fires in the woods. On Wednesday last, we had some rain, but it only checked the fires for the time; and we fear, if the dry weathers continue much longer, we shall have to record the destruction of a great amount of property.—Ibid.

In this district, with the exception of Potatoes, the crops may now be said to be secured and all in excellent condition. Owing to the long duration of drought, the former will be light, but at the same time perfectly good, and free from rot.—Ibid.

The Legislature of Newfoundland, has voted the sum of £100, to be distributed among the non-commissioned officers and soldiers of that Garrison, as a mark of approbation of their great exertions at

MARRIED. On the 29th ult. at Wood's, by the Rev. John Scott, J. Johnston, Esq. Barrister at Law, the Hon. the Attorney General, to Catharine, daughter of Airbanks.

DIED. On the 29th ult., Samuel Shelly son of Richard M. Anderson, aged 15 months and 10 days, on Sunday, 29th, at Chatham, on the 24th, Robinson, son of Mr. N. A. St. John, on Sunday, 29th, at St. A. D.; wife of Mr. Wm. C. 23 years, formerly of St. Stephen's husband and two children to his wife.

PORT OF ST. ANDREWS.—ARRIVED.—Aug. 26, Schr. Mary Jane, Mc port, assorted cargo, Mas 27, Schr. Star, Cook, W Master. 30, Schr. Mary Jane, Mc port, assorted cargo, Mas Sep. 1, Nelson, Harper, Boston go—P. Smith. Buque. Volant, Balsou, ballast, 51.—to Owaes

DEPARTED.—Aug. 27, Schr. Mary Jane, Mc port, ballast, Master. 28, Schr. Star, Cook, W Master. 29, Buque. Brunswick, M-Jondroy, Deals, E. & J 29, Ship Loostrunk, Th Deals, H. Frye, & Co.

Capt. Snell of the schr. Prince of Wales, Mago, Ball of and fro Liverpool, with a cargo of Deals, 1 Gall Cove, Grand Manan, on Sun in a thick fog; she was got off on stands, and is not considered in survey was to be held on the 29th.

Notice. A. L. Persons having any claim against the estate of T. G. West, late deceased, to present them within one calendar month, to make immediate payment to WARD PENN West Isles, Aug. 31, 1846.

LIST OF LETT

Remaining in the Post Office 1st, SEPTEMBER 1st

Table with 2 columns: Name and Address. Includes Andrew Marshall, Martin Morris, Anderson Andrew, Morey, Allen Joseph, Melone, Ames Henry, M-Mast, Brown Walter, M-Cur, Butler James, M-Cor, Bullcock Joseph, M-Lea, Boyd Hugh, M-Lell, Baie John, M-Kat, Canon Mary, M-Gol, Cavansh Ann, M-Gra, Casagrove Houora, M-Can, Cauby Cornelius, M-Keo, Cloney Thos, M-Far, Craft Capt. W. H., M'Ken, Caughey John, M-Hen, Coats Thomas, Nixan, Cooksen William, Naugh, De Wolf John, Orr W, Donnelly James, Orr W, Dawson Miss A., Orr W

Table with 2 columns: Name and Address. Includes Ellis John, Pine J, Elliott S, Patch, Egan Michael, M-Gar, Elliott James, M-Gar, Fairish John, Quin, Graham Jack, Roge, Hooper John, Rost, Haddock William, Robin, Holland Margaret, Rome, Harmon Henry, Rank, Johnston Capt. John, Smith, Keahy Patrick, Scott, Kehil John, Y, Trug, Kent Wm John, Trool, Knowls Wm H, Turn, Kevill Sarah, Tave, Leavitt Benjamin, Umst, Loring Bala W, Leabane Patrick, M, Whit, Maher Mrs., Wall, Mills William, Whit, Maher Michael, Wats, Morrison George D

FOR ST. PATI Biskely Samuel, McC, Crawford Joseph, Pratt, McKay George, Turr, McDonald George

Persons calling for any please say advertised GEO. F. CAI