

# The St. Andrews Standard.

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No 33

**Government House, Ottawa.**  
Thursday, 28th day of May, 1898.  
PRESENT:  
HIS EXCELLENCY THE GOVERNOR  
GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Customs, and under and in virtue of the authority given by the 10th section of the Act passed during the late session of Parliament of Canada, 31 Vt. cap. 41, intitled: "An Act to amend the Act of the present session, intitled: "An Act imposing duties on the tariff of duties payable under it." His Excellency in Council has been pleased to approve of the following Regulations respecting Drawbacks claimed on the exportation of goods under the said 10th section of the Act above referred to, viz:

### REGULATIONS

Governing drawbacks under the 10th sec. 31 Vt. cap. 41, on the exportation of duty paid articles in certain cases.

To. The manufacturer of any article, wholly manufactured in this Dominion out of materials imported into it, and upon which any duty of Customs has been paid, shall upon the exportation of the said manufactured article, be entitled to a drawback equal to the duties that shall have been paid upon such quantity of the raw or duty paid material as shall have entered into and been consumed in the production of the manufactured article to be exported.

To. To entitle himself to the drawback, the manufacturer shall comply with the following conditions:

1. He shall make due entry of the manufactured article for exportation, and deliver to the Collector of the Port, where such entry is made, a statement showing the marks and numbers of the packages, the designation of the contents of such packages, the quantity of the manufactured article, the place where manufactured, the quantity of the raw and duty paid materials entering into the composition of the said manufactured article, the date of entry of the importation of such raw material, the number of entry or entries of such raw material, the amount of duty paid on the same, and the Port at which entered and paid, the port or place in the Foreign Country to which such manufactured article is to be exported, and the name of Vessel or Line of Railroad by which the exportation is intended to be made.

2. To the foregoing statement, which shall be made in a form prescribed by the Customs Department, the following oath shall be subscribed and taken by the manufacturer before the Collector, viz:

"I, the manufacturer of the goods herebefore mentioned and entered for exportation, do solemnly swear that the foregoing statement is in every particular true.

Signed, \_\_\_\_\_  
day of \_\_\_\_\_  
1898.

Collector.

3. The Collector, or some Chief Officer of the Port, by his direction, shall thereupon examine the packages so entered for exportation, and verify the correctness of the said statement, in so far as he may, and if satisfied thereof, he will require the manufacturer to execute the following Bond:

**BOND.**  
Know all men by these presents that we A. B. & C. of \_\_\_\_\_ are held and firmly bound to our Sovereign Lady the Queen in the sum of \_\_\_\_\_ for the payment of which sum of money we bind ourselves, our heirs, executors and administrators, jointly and severally, firmly by these presents, sealed with our seals and dated this \_\_\_\_\_ day of \_\_\_\_\_ in the year of Our

Lord \_\_\_\_\_  
Whereas the above bounden A. B. & C. have entered for exportation the following goods, viz: (there describe the number of packages, their marks and number, and the description and weight and value of such goods): NOW the condition of this obligation is such that if the said packages, with their contents, shall be actually landed at the Port of \_\_\_\_\_ or at some other Port or place without the limits of Canada, and the certificates and other proofs of such landing and the delivery of the same at such place, shall be produced at \_\_\_\_\_ months from the date thereof, as aforesaid, be unladen or reloaded within the limits of the Province, (unavoidable accidents excepted,) then the above obligation to be void and of no effect, otherwise to remain in full force and virtue.

A. \_\_\_\_\_  
B. \_\_\_\_\_  
C. \_\_\_\_\_  
Signed, sealed and delivered in the presence of \_\_\_\_\_

4. The Entry being made and Bond executed, the goods to be exported shall be laden and manifested for exportation either by Ship or Railroad, and the collector shall thereupon grant to the Exporter a Certificate in the following form:

**CERTIFICATE.**  
This certifies that \_\_\_\_\_ having on the day of \_\_\_\_\_ duly entered at this Port for exportation, the following goods, viz: (Marks and Nos., &c., as in the Entry), and the same having been on the \_\_\_\_\_ day of \_\_\_\_\_ shipped or laden (if by water, state the name of the Ship and Master, and where bound—by Railroad, the name of the Line and the destination)—he: she: said \_\_\_\_\_ or his Assignee, thirty days after the production at this Office of a duly authenticated copy of the Entry inwards of the said goods, at the port or place of destination aforesaid, or at some other Foreign Port or place, and upon the said \_\_\_\_\_ or his Assignee, making oath on the face of such Foreign Entry, of the identity of the goods so entered at

the Foreign Port or Place, with the goods so entered for exportation, shall be entitled to the sum of \_\_\_\_\_ dollars, being the amount of drawback allowed by law upon the exportation of the said goods.

Given at the Custom House, Port of \_\_\_\_\_ this \_\_\_\_\_ day of \_\_\_\_\_ 1898.

Collector.

(a) The full value of the goods exported, 50. Such Certificates shall be numbered in a consecutive series, at the Ports where they are respectively issued, and before the delivery of the Certificate to the Exporter, the same shall be recorded in a book to be called the Drawback Certificate Book, which shall be kept at the Custom House, and the form of which shall be as hereunder:

1. No. of Certificate.
2. Date of Certificate.
3. Name of the party to whom issued.
4. Marks and No. of packages.
5. Contents.
6. Date of Entry for exportation.
7. When shipped.
8. Where to.
9. Name of the vessel or R.R.
10. Amount of Drawback in Certificate.
11. Date when paid.
12. Signature of Receipt.

No Drawback shall be allowed, unless the amount of such drawback shall exceed \$30.

W. M. H. LEY,  
Clerk Privy Council.

### An Account of the St. Andrews & Quebec Railway from its first inception in 1835.

BY W. M. BUCK, C. E.

Second Period, 1845 to 1850.

[CONTINUED.]

During the month of December (1845), a subscription list was opened, the subscribers promising to take the number of shares set opposite to each name, and promising to pay the several calls when required, as directed by the Act of Incorporation, passed 30th March, 1836. The capital stock of the Company being £750,000, divided into 20,000 shares of £37 1/2 each; the calls to be not less than four per cent, and not to exceed ten per cent, of the amount of stock of each shareholder, and no instalment to be called for until ten thousand shares had been actually subscribed for, and not before.

The stock list for the Province, and not before, of St. Andrews comprised 36 names representing 1300 shares and £12,500 capital. In the month of January, 1846, a similar subscription list was opened at St. Stephen and comprised 22 names representing 375 shares, amounting to £9,375 capital.

The St. Stephen stock was taken on the express condition that no subscriber should be liable for any greater amount than he signed for opposite to his name. £11,875 had thus been subscribed for in the County of Charlotte alone, but we shall see, by and by, how much of this pretentious amount had been actually paid up.

With the commencement of the year, the Committee of Management issued a prospectus to the public which contained the original appeal of 1835, also the Resolutions of the Quebec Nova Scotia and New Brunswick Legislatures, and the petition to his Majesty for aid, together with a second address to the public which, however, contained no new points in particular, with the exception of the following argument, viz:—

"The principal objection raised against this line in its proximity to the American boundary, being thereby rendered, in the event of a war, liable to be impeded by hostile invasion. Although this state of events is not to be guarded against, it should be recollected that even the one from Halifax will be subject to the same peril, should it be an object with the enemy, as a large portion of it will be equally exposed, and that at a point where it will be most valuable.

"It should always be kept in mind that Railways are best adapted to promote peace and civilization, and therefore that the argument of contiguity is greatly in favor of the St. Andrews line, instead of having any actual weight, however, against it, as it would be met and intersected by one from the American side, which would materially increase its utility, and enhance the value of its stock, and at the same time add to its safety, in the event of hostilities, by influencing restraint, in self defence.

The Committee heard from Mr. C. Stahbank of London, who had been appointed the Delegate to act there for the Association. On the 3rd of February he forwarded minutes of an interview with Mr. Gladstone at the Colonial Office, who had drawn up sundry regulations to be observed by Colonists regarding railroads and it was the intention of the Government to send a despatch to each Colony embracing these regulations, and accompanied by the information they possessed. The English

Railway Act would also be sent with it. It was Mr. Gladstone's wish that the Colonists should be left as much as possible to themselves in their railway enterprises. On being asked if competing lines would be sanctioned by Mr. Gladstone observed that point would be left to the Governor and Legislature of the Province, and that it would be very unwise policy for any Colony to pursue. The Home Government, however, would not interfere.

No business of an important nature was transacted during the year by the association, until the 25th day of November, on which day a general meeting of the stock holders took place at St. Andrews pursuant to previous public notice for the first time, a Board of Directors. Hon. H. Hatch was called to the chair; and J. H. Whitlock, Esq., appointed Secretary. The following gentlemen were duly elected Directors of the Company:—

Hon. Captain Owen, R. N., Hon. H. Hatch, Samuel Fry, M. D., John Wilson, D. S. Marston, Wm. Porter, (St. Stephen), Robert Watson G. F. Campbell, John Rodgers, Esqrs. of St. Andrews, Chas. Connell, Chas. Perley, James McCann, Thos. Pickard, Esqrs. of Woodstock.

On the 28th there was a meeting of Directors at the Railway Rooms, when a resolution was passed that Directors, residing at a distance should be notified of their appointments, and that a general meeting of Directors would be held on the 12th December for the purpose of choosing a Chairman, enacting By-Laws, and for the transaction of other business.

A meeting had been held on the 16th of November of persons interested in the railway at which a Subscription List was opened and the sum of £3,350 signed for. A larger amount of stock it was thought, would be taken while the enterprise obtained greater notoriety in that section of the country, and a general conviction created that the work would be carried through. The stock had been subscribed for with the express understanding that no part of it was to be called for until a sufficient amount had been taken up in the Province, or elsewhere, as would ensure the completing of the work. W. Wilnot, Esq., acted as the Woodstock corresponding Secretary.

The meeting of the 25th, at St. Andrews, being attended by a number of gentlemen from the United States who expressed themselves satisfied that the undertaking was not only feasible, but would prove profitable to the stockholders. Subscriptions were made by the stockholders, Eastport and Capley and the directors were full of hope that with a subscription list amounting to £60,000, of which £29,000 would probably be collected in Carleton County, they could successfully present themselves before English capitalists, with a fair prospect of having taken up the additional sum that would be required. The Directors had come to the conclusion not to attempt the commencement of the work until stock to the amount of £100,000 had been subscribed, with this sum, and government aid, they anticipated being able to build the road to Woodstock, and provide the necessary rolling stock. It was also decided by the Directors that no paid officer should be appointed until the work of construction actually commenced.

At the general meeting of Directors appointed for the 13th of December, but held on the 15th, John Wilson, Esq., was elected to be Chairman or President of the Company. The Directors at a subsequent meeting, held on the 17th March, 1847, Resolved that Capt. J. Robinson, R. N., and Moses H. Perley, Esq., of St. John, be appointed joint Agents of the Company to proceed to England to effect a loan from Her Majesty's Government, of from individuals, to the extent of £300,000, to be upon the security of the Company payable in a term of years with interest, and also to dispose of shares to the amount of £300,000 currency, and to issue scrip therefor on a deposit of 10 per cent being paid; also to assign to the purchasers of shares in England the Provincial guarantee of 5 per cent to the extent of £10,000 currency. G. F. Campbell, Acting Secretary.

M. H. Perley, Esq., having been written to on the subject of his mission to England, and the terms upon which he would proceed thither, replied to the Board on the 18th, stating that he would give his services for the sum of two hundred pounds currency, and if he succeeded in accomplishing the sale of shares, or raising a loan of £100,000, the Company were to pay him an additional sum of two hundred pounds, and should the sum of £100,000 be raised in England, he would expend a further sum of one hundred pounds. Upon these terms his services were accepted by the Board of Directors.

Messrs. Robinson and Perley took their departure for England early in April, and on the 3rd of May reported progress. They had been in constant communication with various parties, and but for the extraordinary and unprecedented state of the money market they would have had a very satisfactory account to give of their stewardship. The Facility Bill had been referred to the Colonial Land and Emigration Commissioners, who had reported

favorably, and Earl Grey had informed the Agents that he therefore saw no objection to the royal assent being given to the Bill. His Lordship however, and the Government resolutely held an idea of assisting Colonial Railways by loan or otherwise. At the opening of the Session it had been the intention of the Ministry to have done so, but political reasons obliged them to abandon it. Money could therefore be only raised by selling stocks. Earl Grey had expressed his entire approval of "wooden railways" to commence with in New Brunswick, giving wheels (Prosser's principle) being used, as also Payne's process for preserving wood. His Lordship had witnessed both, and approved of both. The proposal of the St. Andrews Company to commence in this economical manner he thought most prudent and judicious, and further said (at which the reader must not smile now-a-days), that if the trunk line from Halifax to Quebec should be neglected, he would oppose the construction of an expensive iron-railway in the first instance, as it would be absurd to incur such an outlay through a wilderness and unsettled country, where a road could be had, for nothing, and when worn out so easily replaced.

Sir H. Earl Douglas had tendered the agents every assistance in his power. They had also seen Mr. Geo. Pemberton, but for like all the city people, had given them great discouragement; they were more likely to succeed with persons not in business; they would however be able to ascertain their grounds of final success by the next mail packet.

A "Board of Correspondence" was at this time established in London through the exertions of the Agents, and of the following gentlemen—Thos. Neville Abdy, James Clay, George Pemberton, Wm. Tinker, Esq. Solicitor, Messrs. Goodwin, Castrolge, Williams and Edwards, Westminster; Messrs. Rooker, Birch and Logan, London.

The above names appeared in conjunction with those of the Colonial Directory, on the first page of a Prospectus that was then issued by the Agents, and from which a few extracts are taken:

"The permanent way will be formed entirely of wood, according to the plan adopted with so much success in the United States."

"The capital required for the construction of the railroad from St. Andrews to Woodstock, and the purchase of the plant necessary for efficiently working it is £1,000,000."

"The Estimates have been prepared by Civil Engineers in the Crown Land Department of New Brunswick, and have been adopted by the Legislature of that Province."

"The capital has been divided into 8000 shares of £250 each, of which number 2,500 have been already subscribed for in New Brunswick, and 1,500 will be set apart for future allocation to residents in the Province."

"It is proposed to allot the remaining 4,000 responsible parties in Great Britain, to whom exclusively will be reserved the benefit of the guaranteed minimum dividend of 5 per cent."

"It is expected that the line will be opened for traffic in the summer of 1849, (i), and until the opening, interest at 5 per cent per annum will be paid on the deposit and calls."

"This interest and the future dividends on the shares will be paid half-yearly at the Company's Office, London."

"A deposit of £2 per share will be payable on allotment. No future call will exceed £2 per share, and there will be an interval of at least 2 months between each call."

"This prospectus next went on to inform the public that the thorough traffic known from authentic sources, would pay upwards of 20 per cent on the capital. That the country abounded with coal fields and rich minerals of various kinds, and that a company had been formed to open and work the iron mines at Woodstock, the ore of which was of a very superior character."

The following Statement of Actual Existing Traffic was inserted:—

TRAFFIC FROM ST. ANDREWS TO WOODSTOCK.	
Floor & Salted Provisions, 100,000 lbs. at 2-6d per lb.	£12,500
West India Produce, 20,000 lbs. at 2-6d	2,500
British Merchantize, 20,000 lbs. at 2-6d	2,500
Passengers, 60 per day for 310 days, 10s each	9,300
	£23,800
TRAFFIC FROM WOODSTOCK TO ST. ANDREWS.	
Timber, Deals, Boards, &c. equal to 50,000 tons, at 7-6d per ton	£18,750
Agricultural produce, 1,500 tons	1,500
Passengers, 60 per day for 310 days, at 10s each	9,300
	£29,500

**CURRENT EXPENSES.**  
Deduct expenses of working the Line, Repairs, &c., (say 40 per cent.)

Net Profit, £23,810

Being equal to 29 per cent on a capital of £100,000.

The following letter was attached—

"DOWNSING STREET, May 31, 1847.

"GENTLEMEN—I am directed by Earl Grey to acknowledge the receipt of your letter dated 18th inst, in which you bring under His Lordship's notice the condition and prospects of the Company which has been formed in New Brunswick for constructing a line of Railroad between St. Andrews and Woodstock, as part of a more extended line to Quebec; and I am to express to you, in answer, the sense entertained by His Lordship of the extreme importance of the proposed undertaking, which His Lordship trusts may prove as beneficial to the promoters as it must to the Province of New Brunswick, upon which it is calculated to confer great and important advantages. I am to add that the act for facilitating the construction of the Railway has been confirmed by the Queen in Council.

(Signed) B. H. H. H. H.

[To be continued.]

### A BOY'S DESCRIPTION OF A DANCE.

A lay of sixteen, who had never been to a dance and had no idea of what it was, hearing that there was to be one a few miles from his father's house, felt a great desire to go. As his parents had no particular objection, he went. But it was not until over an hour after he had left home, when he came running as fast as his legs could carry him, and nearly out of strength and breath. As soon as he had recovered a little, he related what he saw, as follows:

"When I first went to town, I went into the room of the tavern where the dance was to be. It was almost filled with people. In one corner sat a man that had some kind of a long necked animal, which he took in his hand, and pinched its ears, and then stroked its back with a stick; it began to scream, and the people got frightened and began to run around the room, hunting for the door, and could not find it. No! I believe, found it but me, and I alone escaped and got home again."

A father of three sons and five daughters was asked what family he had.

The answer was, "I have three sons, and I have five daughters."

"Merely" replied the interrogator, "such a family ye mean not!"

The questioner's sympathy was stronger than his ridicule.

"Well, wife, I don't see, for my part how they send letters on them 'ere wires without tearing them in bits."

"La, no! they don't send the paper, they just send the writing in a fluid state."

**CONUNDRUMS.**

What thing is that which the more we cut it the longer it gets? A ditch.

What are the features of a canon? Cannon's mouth, cannon's eye, and cannon's ears.

What is that which is always invisible and yet never out of sight? The letter I.

What is the only pain that we make light of? A window pane.

Why are ball-ons in the air like vagrants? Because they have no visible means of support.

Why is a French franc of no value compared with the American dollar? Because it is worth less.

A Minnesota editor says that a man came into his office to advertise for a lost dog, and that such was the wonderful power of advertising, the dog walked into the office while he was writing out the advertisement.

"Look here, boy," said a nervous gentleman to an urbane gentleman early at a lecture, "you are mauling me very much."

"No, I don't, neither," said the urbane, "I'm gnawing this 'ere candy."

"Arrah now, Jamie," said one Emerald to another, as they stood gazing upon the fountain in Burton Common, "sure what is it, that makes the water spout up so? Does ye know?"

"Hush, now, Pat, and don't be after exposing yer ignorance and want sense," was the reply; "every body knows it goes by stam."

**VERY SAD.**—Miss Mathieson, daughter of the Rev. Dr. Mathieson of Montreal, was drowned while bathing at Carleton on the 29th ult. She was bathing in company with Mrs. Campbell who had a narrow escape, both ladies having taken a wrong direction and gone beyond their depth. This body was recovered.

The Rev. Mr. Hall, of Sherbrooke, was severely injured at the Grand Trunk Depot, Quebec, having been standing on the track between the cars, and got so much crushed that his life is despaired of.—Ottawa Times.

The New York News Association says there are less than 125 photographic reporters in this country.