

A NEW ENGLAND SETTLEMENT IN NEW JERSEY.  
THE HAMMONTON TRACT OF LAND IN NEW JERSEY.  
This is the first of a series of articles, from the pen of a resident of the tract, giving a full and complete description of the same, and the advantages of settling there. The tract is situated in the county of Hudson, and is bounded on the north by the Hudson River, on the east by the State of New York, on the south by the State of New Jersey, and on the west by the State of New York. The tract is of a large extent, and is well adapted for settlement. The soil is fertile, and the climate is healthy. The tract is well watered, and is well adapted for agriculture. The tract is well adapted for settlement, and is well adapted for agriculture. The tract is well adapted for settlement, and is well adapted for agriculture.

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## Government House, Ottawa.

Thursday, 28th day of May, 1868.  
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 Vic. cap. 44, intitled: "An Act to amend the Act of the present session, intitled: 'An Act imposing duties of Customs with 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 Vic. cap. 44, on the exportation of duty paid articles in certain cases.
1. 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.
2. 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 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 or dates 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 imported 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.

ed 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 \_\_\_\_\_, \_\_\_\_\_, 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 issuing, shall be recorded in a book to be called the Drawback Certificate Book, 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 Numbers 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 Receiptant.
60. No Drawback shall be allowed, unless the amount of such drawback shall not exceed \$25.
- WM. H. LEE,  
Clerk Privy Council.

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

BY W. M. BUCK, C. E.  
First Period. 1835 to 1845.

[CONTINUED.]

The following is a copy of the letter from Lord Gosford to Sir Archibald Campbell, relative to Capt. Yule's letter of absence:—

CASTLE ST. LOUIS, Dec. 20, 1856.

"Sir,—I had the honor of receiving your Excellency's letter of the 12th ult., sometime previously to Capt. Yule's arrival at Quebec. I am entirely in opinion with you that it is highly desirable that Capt. Yule should accompany some of the gentlemen interested in the contemplated railroad between Quebec and St. Andrews, to England, as the best means of affording every explanation which may be required towards promoting this object, and I beg to inform you and the gentlemen of the Association, that Capt. Yule has obtained the permission which you solicit, and will proceed to England without delay."

Capt. Yule having arrived at St. Andrews, notified the Committee, Feb. 4, 1857, that he would be ready to meet them at any convenient period, to enter upon the business of the Railway survey.

At a subsequent meeting of the Association, held on the 11th March, John McMaster and James Rait, Esqrs., were appointed a deputation to proceed to England in conjunction with Capt. Yule, and present the Petition of the Association to Lord Glenelg.

Meanwhile the Committee also presented an address to Sir Francis B. Hemy, Lieut. Governor of Upper Canada, which described the position of their affairs, and solicited the countenance and support of His Excellency, and to which the following comprehensive reply was returned, through the private Secretary:

UPPER CANADA GOVERNMENT HOUSE,  
Toronto, March 10, 1857.

"GENTLEMEN.—I am commanded by His Excellency the Lieut. Governor to acknowledge the receipt of your communication of the 15th ult. His Excellency conceives that the public support he is now giving in this Province to various measures for facilitating the intercourse of the inhabitants of the North American Provinces will sufficiently testify the interest he must feel in the successful construction of the railroad from St. Andrews in New Brunswick to Quebec."

The duties of the Acting Committee were evidently increasing at this period, for they likewise addressed Sir John Colborne, then Administrator of the Government at Canada, on the subject of Capt. Yule's survey, their letter bearing date 27th Feb., to which Sir John replied on the 5th April, informing them that with respect to his opinion of the importance of the projected railroad from St. Andrews to Quebec, he felt fully persuaded that the interests of the North American Provinces would be greatly advanced by opening a direct and rapid communication from Quebec to Saint Andrews, a port, which he understood was accessible at all seasons; and he would have great satisfaction in submitting for the General Commanding in Chief and His Majesty's Government, copies of the Report and Survey which Capt. Yule had been authorized to complete, whenever he could procure them.

Of the deputation sent to England, Mr. McMaster, who left on the 24th March, via New York, was the first to arrive, and on the 1st

May his colleague, Mr. Rait, preceded thither, via Jamaica, and having had a much longer passage than usually made, Mr. McMaster, in his absence, had to act alone. He accordingly addressed a letter to Lord Glenelg on the 24th May requesting the honor of an interview for the purpose of presenting a petition and other documents from the Association. The reply received to a subsequent letter from Mr. McMaster, from the Under Secretary of State, Sir George Gray. An account of its importance is given in extenso; but it may first be mentioned that His Majesty, King William the Fourth, had "put off this mortal coil" on the 20th June, after a tranquil reign of nearly seven years and greatly regretted by all classes of his subjects.

"Sir,—In answer to your letter of the 30th ult. I am directed by Lord Glenelg to inform you that he has had the honor of laying at foot of the throne the petition to his late Majesty from the St. Andrews and Quebec Railroad Association and Her Majesty was pleased to receive this petition very graciously.

The prayer of the petitioners is that encouragement and assistance may be afforded to the enterprise which they have in view. With reference to this application Lord Glenelg directs me to remind you that as the casual and territorial revenue of New Brunswick has now been ceded to the Legislature of Province, Her Majesty's Government have no longer at their command any fund out of which such assistance could be afforded; and I am further to apprise you that as the Legislature and Government of the State of Maine have strongly protested against a projection of the under-rising, as involving an infringement of the existing stipulations respecting the disputed territory, Her Majesty's Government have felt themselves compelled, however reluctantly, to instruct the Governors of Lower Canada and New Brunswick to prevent any further proceedings within the disputed territory until measures shall have been taken by friendly communication with the United States for removing the objections of the government of the State of Maine."

The receipt of the foregoing was followed by an official announcement from the Lieut. Gov. of New Brunswick in his own hand writing and addressed to the Secretary of the Association as follows:—

GOVERNMENT HOUSE, F.T.N.,  
June 24th, 1857.

"Sir,—I have received the commands of His Majesty's (?) Government in consequence of a representation from that of the United States peremptorily to prohibit any further proceedings on the part of the Association for the construction of a railroad between Saint Andrews and Quebec within the limits of the territory in dispute between England and United States situated betwixt the acknowledged limits of the Province and the North East Frontier of the State of Maine, until the points in dispute shall have been finally settled and determined betwixt the two Governments, or until further instructions may be conveyed to the Association upon the subject. I request you to lose no time in conveying the contents of this communication to the knowledge of the members of the Association or of the Committee of Management, and in acknowledging its receipt."

J. HARVEY, Lieut. Governor."

This intelligence, thus twice told, could not fail to create the greatest disappointment that could possibly be experienced by the indefatigable projectors of this great undertaking, and the hope—now deferred—to all within the Province proposed to be connected by this iron link of commercial prosperity. Doubtless, from the mouth, and in the minds of a multitude of interested provincialists, the government of the neighboring Republic received at that day its full meed of manifold blessings, in an inverse ratio; but like oil upon the troubled waters, there came a kindly letter to the Committee, expressing grateful sympathy, from the pioneer of the last exploratory survey, who could not but share in the general disappointment yet nevertheless conveyed a hope regarding the resumption of the work at a future day. Captain Yule wrote in the following manner from London on the 27th November:—

"GENTLEMEN.—The decision of Government respecting the proposed railway will have been made known to you before I heard of it. It was not until the 10th inst., an application being made at the Colonial Office, by the Master General of the Ordnance, as to the probable time that I might be expected to return to my duty in the Corps of Engineers, that, in reply, it was stated that the project of the railway was postponed. I need scarcely observe that being so well aware of the interest you all took in the success of such an important work as this would have been, if completed, I sympathize with you in the disappointment which you must have felt in the present result; but I sincerely trust that it is not a final one, and that at a future and not very remote day, I may be able to congratulate you on the project being resumed."

Of the proceedings in England during the visit of the Deputation, a detailed account is contained in the Report of John McMaster, Esq., to the Association. He therein stated that he did not deem it advisable to communicate with the Colonial Office until the arrival of Mr. Rait and Captain Yule, or either of them. That after waiting in London for three weeks without either of those gentlemen having arrived, he resolved to address a note to Lord Glenelg on the 5th June, requesting the honor of an interview. His Lordship appointed the 7th. He accordingly presented himself and the documents of the Association. His Lordship put the following questions to him, viz:—

1. Are all parts of the Province in favor of the contemplated railroad?

2. Does the line explored by Captain Yule run through the disputed territory, and to what extent?

3. Has Capt. Yule surveyed the whole extent?

4. What is the object of your present visit?

All of which Mr. McMaster answered, when His Lordship observed that he would examine the papers, and when he obtained the views of Capt. Yule, Mr. McMaster would again hear from him.

Capt. Yule had just arrived from Scotland, and had an interview with Lord Glenelg on the 8th, when he presented his Report on the Exploratory Survey. Mr. McMaster (his colleague not having yet arrived) on the 30th June again addressed Lord Glenelg, reminding him of his promise to stay awaiting the decision of Government. In reply Mr. McMaster received the letter of the 3rd July, before given; he then left England and arrived at St. Andrews, Aug. 24th.

Further proceedings on the part of the Association were now held in abeyance on account of the unsettled question of the North Eastern Boundary Line between Maine and New Brunswick.

During the month of August, 1858, the Association endeavored to revive the project by presenting to the Governor General of Canada, through Sir John Harvey, Lieut. Governor of New Brunswick, a statement of the position of their affairs. The Lieut. Governor replied to the Committee, through his private secretary, to the effect that he was duly impressed with the great importance and advantages to these Provinces of the projected railroad from Quebec to St. Andrews, and fully concurred in the propriety of inviting the attention of the Governor General to that for the advancement of which the Governor General's powerful aid would no doubt be required; but he regretted that he could not agree with the opinion of the Committee that it was then a proper moment for renewing the question with the Government of the United States; nevertheless, on such a point the Governor General would be the best judge.

This was about the last act of the Committee, the winding up of their important duties, for a long period of seven years, fraught with anxiety and tedious suspense, until the year 1845, which brought with it new hopes and aspirations; more aid and support,—but yet Quebec was far away in the distance, the great goal to be reached.

(End of Part First.)  
St. Andrews, Nov. 30, 1857.

## SECOND PERIOD. 1845 to 1850.

The year 1845 was the memorable period of the Great Railway mania and commercial panic throughout England, and was the first year of the reign of his speculative majesty, the railway "King, Hudson." No wonder that the British Provinces were subject to incipient symptoms of the same malady.

The North Eastern Boundary of Maine had been "surrendered" by the Ashburton Treaty of 1842, previously mentioned, and the way to Quebec became more narrowly pointed than before. The Committee of Management of the Association were re-organized, and again buckled on their armor. On the 8th October, 1845, a meeting was held, and it was resolved that C. Stainback, Esq., of London, be requested to act as a Delegate to wait upon Lord Stanley (now Colonial Secretary) at the Colonial Office, and present a communication from the Association in furtherance of the general interests of the proposed undertaking, and that he be furnished with the necessary documents appertaining thereto.

It was further resolved that a deputation be appointed to proceed to St. John, to confer with influential men there for the purpose of forming some plan of Union that would tend to forward the construction of a railway from the Grand Falls of the river St. John to St. Andrews and the city of St. John, and to extend a branch to Fredericton if expedient, at the same time keeping in view a continuation to Quebec.

The Hon. Harris Hatch and John Wilson, Esq., were appointed a Deputation to proceed to St. John with full power to act in accordance with the objects of the Association.

A special Committee Meeting of the St. John Chamber of Commerce was held on the 24th October following, at which there were

present—Hon. John Robertson, President, John Duncan, Esq., Vice President, A. Smith, Esq., John Wishart, R. Jardine, Esq., Wm. P. P. Esq., W. H. Street, R. Payne, Esq., M. P. P., Esq., J. Woodward, Esq., Secretary.

Hon. Harris Hatch and John Wilson attended and were introduced; they presented the resolutions of the Association, and were heard in further explanation; and having learned the views of the President and some of the members they withdrew. Whereupon resolutions were passed thanking the Deputation for the information they had imparted regarding the different railroad projects. And that the general interests of the stockholders and capitalists should be considered as the paramount object in proposing a line to any quarter; eligible lines for the general good would necessarily command the most attention and consideration regardless of local interests.

A Deputation also waited upon the Quebec Board of Trade, and a meeting was held in the rooms of the Board. Documents were submitted, and all necessary explanations given. Mr. Andrew Patterson; one of the Standing Committee (in 1837), addressed the meeting and assured those present that the most lively feeling existed in Quebec towards the undertaking. The whole of the proceedings were of a very satisfactory character, and resolutions were passed by the Board expressive of a hearty concurrence.

Matters were now reaching an important crisis with the Association, as the ventilation of their proposed railway scheme produced as a consequence the failure of other proposed off-shoot routes for a similar connection and created for a while a sensational panic among the projectors of the parent line. Whereupon a public meeting was to be held in the Town Hall at St. Andrews, to which Hon. Capt. Owen, R. N., Capt. J. Robinson, R. N., Jas. Brown, Esq., M. P. P., Jas. Boyd, Esq., M. P. P., Geo. S. Hill, Esq., M. P. P., Robt. Thompson, Esq., M. P. P., (Charlotte County members) were invited to attend. Hon. Capt. Owen, R. N., presided, and explained the object for which the meeting had been convened, and submitted his views on the subject. The "business" is copied in full as follows:—

"Moved by Hon. Harris Hatch, seconded by Capt. Owen, R. N., whereas several years have been expended since the original one from Quebec to St. Andrews was projected, and are now canvassed in a spirit of opposition and rivalry; and whereas the line terminating at St. Andrews is far the shortest possesses the greatest facilities for commercial communication, and can be constructed at much less expense, as fully ascertained by the surveys made in 1836 and 1837 by directions of Government, therefore

Resolved, That in the opinion of this meeting every possible exertion should be made to forward negotiations for commencement of the railway from St. Andrews to the Province line as authorized by the Law passed for that purpose in 1836."

Moved by Hon. Thos. Weyer, seconded by Jas. Boyd, Esq., M. P. P. Resolved,—As the sense of this meeting, that the objections raised against the terminus of the Railway being at St. Andrews, on account of the proximity of the line to a foreign State, is without foundation inasmuch as all the routes will be equally exposed at points where they will be most vulnerable, and that it can in no way affect the general utility of the enterprise."

Moved by Wellington Hatch, Esq., seconded by Henry Frye, Esq., that the Acting Committee of the St. Andrews & Quebec Railroad Association be requested to use every possible exertion to forward the undertaking."

Moved by John Wilson, Esq., seconded by Geo. D. Street, Esq., that a subscription be opened for the taking of stock, and that exertions be made to induce persons here and elsewhere to become stockholders in the undertaking; and further resolved that committees be named in the several towns of the County to solicit subscriptions for the stock."

J. H. WHITLOCK, Secretary.  
[To be Continued.]

## Too Big a Boo.

A worthy old gentleman was about to purchase a spirited little horse that was highly recommended by its owner. "She's a handsome creature, as slick a looking pony as a body need have," exclaimed the farmer, walking round and round the tripping animal. "But pears to me she looks a little skittish."

"Skittish," cried the owner, "that she is not, as steady going as a clock. She never shies, nor nabs."

"I'll tell you what," proposed Grandpa Jones, "I'll jump on her back and trot her round that corner yonder, and you, Sim, turn her to a keen-eyed groom—'you go hide there, and when I go by, you just jump and say 'ho!'"

Away ran the delighted rogue on this congenial errand. The old gentleman mounted, and trotted soberly towards the corner.

"Ho!" shrieked Sim, with a hoop that would have immortalized a Prairie Indian as he

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## CEIFICATE.

This certifies that having on the \_\_\_\_\_ day of \_\_\_\_\_, 1868, duly entered at this Port for exportation, the following goods, viz: (Mark and Nos., &c., as in the Entry) and the same having been on the \_\_\_\_\_ day of \_\_\_\_\_, 1868, shipped or laden (if by water, state the name of the Ship and Master, and where bound—If by Railroad, the name of the Line and the destination)—he, the said \_\_\_\_\_, 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

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This certifies that having on the \_\_\_\_\_ day of \_\_\_\_\_, 1868, duly entered at this Port for exportation, the following goods, viz: (Mark and Nos., &c., as in the Entry) and the same having been on the \_\_\_\_\_ day of \_\_\_\_\_, 1868, shipped or laden (if by water, state the name of the Ship and Master, and where bound—If by Railroad, the name of the Line and the destination)—he, the said \_\_\_\_\_, 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

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