

## European Intelligence.

[From Papers by the Asia.]

### IRELAND.

**Failure of the Trans-Atlantic Experiment.**—The Times correspondent says:—The Irish journals, of all political shades, are in arms against the report of a Packet Commission, and the blow it has given to the hopes of an Irish port being selected as the point of departure for the American mails. This coupled with the failure, through what over agency, of the experimental trip of the United States steamer from New York to Galway, has given a tone of scepticism to the Dublin papers the more remarkable from the rare union of events which upon the present occasion unite on the same side of the channel.

All faith, however, in the prospect of American assistance towards the canal, is not yet forsaken, and it is still held that whatever individual enterprise failed to perform may at no very distant time be accomplished by the will of the United States Government on the one hand, and on the other by the exertions of the people of Dublin, Galway, Belfast, and even Cork and Limerick. Already it has been suggested that funds should be speedily collected here to purchase a first class steam vessel, that a requisition should be presented to the Lord Mayor to convene a public meeting of the citizens, with a view of showing, if only for once, that Irishmen were about to put into practice the virtue of self-reliance.

**The Search of Sir John Franklin.**—We learn with deep regret that the Admiralty have decided not to send a steamer this year into the Arctic again, with the object of searching for Sir John Franklin.

The Lord Mayor of London gave a magnificent entertainment on Saturday, the 23rd ult., to the Royal Commissioners of the Exhibition. Lord John Russell, Earl Granville, and many other noblemen, were present, together with many foreign guests of distinction.

By the death of the Earl of Derby, Lord Stanley, the well known Tory leader in Parliament, becomes the youngest Earl of Derby.

A military riot broke out in Liverpool on the 1st instant, the 91st regiment having attacked the police. The riot was suppressed after a time by the energy of the authorities, but not before several men had been killed and many dangerously wounded.

Considerable interest has been excited in England by the debate in the French legislative assembly, which terminated on the 29th ult., upon the measure introduced by M. de Beare for a commercial reform, by modifying the present restrictive tariff, so as to bring about a gradual approach to free trade.

After a powerful speech from M. Thiers, who spoke against the motion, it was rejected by 425 to 139, but it is, nevertheless, believed that free trade doctrines are making steady progress.

There is much noticed by the London journals, none of them, not even the English protection organs, approving of his doctrines regarding restrictions on trade and commerce, by the imposition of prohibitory duties. The Times call Mr. Thiers the evil genius of France.

James Starkey & Co., an old and respectable firm connected with the California trade, have failed.

The weather in England, Scotland and Ireland for the week previous to the sailing of the Asia, had been all the former could wish, and the crops of every kind looked well. Wheat is in ear and bloom, and looks remarkably well.

There are still rumours of increasing difficulties between the Porte and the Pacha of Egypt.

### FRANCE.

The President, after quitting Poitiers and arriving at Chateaufort, July 23, was received by the National Guard who instantly shouted "Vive la République," in which cry the inhabitants joined.

The cry continued until the President reached the Hotel De Ville, where it again became "Vive la République."

The disturbance was quelled by the police. At breakfast the Mayor apologized for the tumult. The President, in the course of his reply, said for all the good that had been done during the last three years, they were indebted to the people of order.

Ledru Rollin, Mazzini, Ruge, and Daru, on behalf of the Central European Democratic Committee, have issued a manifesto, addressed Aux Peuples Roumains, exhorting them to unite for the overthrow of the Czar and the Emperor of Austria, former of whom is described as a lying lie, and the latter, ever where a deceiver, every where a tyrant. This document appears in most of the Paris papers.

It is now pretty generally admitted that the petition movement for the revision of the Constitution has been a failure. The sum total of signatures, unauthenticated crosses included, will barely amount to a million, and of that million a considerable fraction neither, nor have been, nor can ever be, electors.

**FROM THE CAPE OF GOOD HOPE.**—An arrival at Boston brings dates from the Cape of Good Hope to May 15th. The English steamer Vulcan had arrived with 700 additional troops, to assist in quelling the rebellion.

The intelligence is to the effect that the Kaffir war still continues.

At Tumbour, Capt. Tylden had a battle with the rebels in which 216 of them were

killed. The Dutch frontier boers behaved with great bravery.

The Winterberg is again infested with Kaffir and Hottentot marauders, who have taken up their old position in Water Kloof, and are said to have had a skirmish with a party of the colonists, in which two of the latter and eight or ten of the rebels were killed.

A rebel chief named Maspo had been attacked by Major Donovan, and defeated. The Kaffirs, last 300 killed, 64 of which were drowned in an attempt to cross the river. Notwithstanding these victories, the Kaffirs still appear in force, and the industry of the colony is completely paralysed. Murders and robberies are constantly committed by bands of rebels in all parts of the country.

## THE STANDARD.

St. Andrews, Wednesday July 23, 1881.

### St. Andrews & Quebec Railroad Company.

John Wilson, Esq., President.  
Julius Thompson, Esq., Manager.  
S. H. Whitlock, Esq., Secretary.

The Board of Directors meet every Thursday at 10 o'clock, at the office of the Secretary.

### Charlotte County Bank.

Hours of Business, from 10 to 12.

77 Bills and Notes for Discount must be lodged with the Cashier, on or before Monday, otherwise they must be open and next week.

### Arrival and Departure of Steamships.

St. Andrews & Quebec Railroad Company.

Hours of Business, from 10 to 12.

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### Arrival of the Steamship Asia.

The Royal Mail Steamship Asia arrived at New York on Wednesday last. She arrived at Liverpool, on her outward passage, at 8 p. m. on the 28th ult., and left Liverpool on her return trip on the 5th instant, with one week's later news.

The Atlantic, Capt. West, is advertised to leave Liverpool for New York on the 23d July.

The royal mail steamship Amazon, 2250 tons, and 800 horse power, intended for the West India mail service, was launched from the building yard of Messrs. Green, at Blackwell, on the 28th ult. The Amazon is the largest ship ever built on the Thames.

No. 1000 of a Sardinian loan of £3 600 000 had been issued in London, by Messrs. C. J. Hambro & Son. The rate of interest is to be at 5 per cent. per annum, and the subscription price £5 a provision equal to one percent. is to be applied for redemption.

This loan is intended for the completion of the railway from Genoa to Turin, and from Genoa to Switzerland, now in course of construction, and which is to be mortgaged as a special security in addition to the general revenues of the Government.

**RAILWAYS.**—We copy the following extract from a sensible article in the Frederick Times. There is more truth than poetry in the editor's remarks:—

Notwithstanding all the noisy vauntings of a portion of the St. John Press, with regard to the Railway Facility Bill, the St. Andrews and Quebec Facility Bill has already received the Royal assent, and has been officially published in the Royal Gazette of this Province. The European and North American Facility Bill, however, stands over for further consideration.

We regard this as an evidence of the desire of the British Government to induce the Colonies to proceed with the Halifax and Quebec Road, and of their determination not hastily to encourage the establishment of rival lines. The promoters of the European and North American Facility Bill are all alive to the necessity of immediately making a desperate effort to secure the £300,000 worth of scrip. This is the main thing they want. They want the money; and they want it too from the Province. They know that they have no means of raising the stock, except through the Provincial Government. If they are to succeed, they must convince the public of their earnestness, let them organize their Company and proceed to collect and call in the stock, and they will find who will pay and who will not. The bubble will soon burst. Earl Grey will show his consistency by rejecting the bill altogether.

The Province can now afford to build the Road. And it is worse than foolishness to seek to involve the country to the extent of £300,000, for the purpose of trying experiments.

It is stated in the Calais papers, that a company are making a survey for a line of railway from Baring to Louis' Island, in order to extend the Calais & Baring railroad.

In the Charlotte Gazette of Tuesday, we notice a paragraph headed "Strange Management," which requires explanation, and in order to place the matter in its true light, we made the necessary enquiries of the Rail Road Office, and now give the result.

The President of the Calais & Baring Railroad, having run short of rails for the branch which connects Milltown on the Baring side with the main Railroad, applied to the St. Andrews & Quebec Railroad Company, either to let him sell non-rail, sufficient to lay half a mile of track, which would amount to 23 tons. The reasonable request was complied with, as there are no more iron rails piled up on the road than will be required this summer. This constitutes the "strange management" alluded to. With respect to the "wonder and excitement" in St. Andrews, we have yet to learn, that any one evinced the most distant disposition to find fault. The act of borrowing or selling the rails was nothing more than any Company would have done, and we view it as one of the prudence and good feeling, and would have regarded a refusal of the same, as a piece of narrow-minded and selfish conduct on the part of any Company, which we are proud to add, our Railroad Company have not, nor would not, be guilty of.

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### THE FISHERIES.

We learn from Mr. Howe's speech at Que-

bec, that arrangements were entered into at Toronto, for the more effectual protection of the fishery grounds of these Colonies from the intrusions of American fishermen. Canada has agreed to place a steamer, and Nova Scotia two small vessels, in the Gulf of St. Lawrence to enforce the terms of the Fishery Convention of 1818.

While New Brunswick is fitting a small vessel in the Bay of Fundy for the like purpose. These measures will, we hope, have the desired effect of compelling the Americans to pursue their fishery on their shores only where permitted by the Convention; hitherto, they have fished where they pleased, and in some cases have greatly outraged and oppressed resident fishermen.

From the Halifax papers we learn that the catch of mackerel off the Eastern Coast of Nova Scotia has been very great this season. These accounts from the fisheries are very satisfactory and cheering.

We are happy to learn from the Cape Gazette of the 3d instant, that the fishery on that coast has been very successful this season. From St. John's, we hear that the catch of Cod fish has not been surpassed for many years, every boat coming in full loaded with three fishmen of Carleton, Lunenburg, Felix, March, and Fidele Galian were drowned in the 5th inst. [New Brunswick.]

**GRAND TRUNK RAILWAY.**—We understand, says the Toronto Globe of the 5th inst., that the Government have matured a scheme for the construction of a trunk line of railway from Halifax to Hamilton, which it will be connected with the Great Western Railway and be carried to Saint or Windsor.

The scheme, which is of course based on Mr. Howe's negotiations with the British Government, was yesterday laid before the Parliamentary Railway Committee, by whom it is to be considered early in the ensuing week.

The Toronto correspondence of a Montreal Herald contains an outline of a series of resolutions to be proposed by Mr. Hucks, bearing upon the scheme above mentioned. The first declares, that justice to the Provincial granular requires that the debts and liabilities of the Province should not be increased beyond the sum of £1,500,000 except in aid of the Halifax and Quebec Railway, or without the consent of present creditors; that, therefore, it is expedient that the Provincial guarantee, under the 13th Vic., shall be granted only in such a manner as will not increase the debt and liabilities beyond the sum mentioned. It is, therefore, declared to be expedient to confine the guarantee to main trunk lines, to such as have actually received it, or to such others, having a right to claim, as have laid out £21,000 at the present moment; that the guarantee shall extend to the capital as well as the interest, provided the bonds be made payable in terms approved of by the Governor General. That it is expedient to form a Railway Board of the Receiver General, Inspector General, Commissioner of Crown Lands, and Commissioner and Assistant Commissioner of Public Works. No railway to have the benefit of any guarantee till the Board shall have examined the works and approved the whole of them. That any Company, whose road may form part of the main trunk, shall be allowed, if their line exceeds 75 miles, to divide it into sections of not less than fifty, so as to obtain the guarantee. That previous to obtaining the guarantee, half the road should be completed, and the land acquired for the remainder; and the Board must be satisfied that the contracts for the half completed have been made at a fair price. No contracts on roads claiming the guarantee shall be made without the approbation of the Government; and if several Companies shall have claims for the guarantee, they shall be found impossible to grant it to all, the Government shall select those which it thinks desirable to receive it.

**ROBBERY.**—We understand that Mr. James Hubble of the Victoria House in this City has been robbed of £110, which was left within the reach of those who were not to be trusted. With reference to the robbery, Mr. Hubble, the D. P. of this County, assisted by Mr. George A. Perley and other passengers on board the steamer St. John, secured one of the supposed offenders named Simon, and handed him over to the police below. £17 10s. was found on his person. Mr. Smith, the City Marshal, had held of another man named Fowler, who it appears kept the Bar for Hubble. On his person something like £35 was found. This Fowler is not related to any of the families of that name residing in this vicinity. Simon was sent up last night and committed to Jail. Fowler was also in Jail this morning, but we have heard there was not sufficient evidence to warrant his conviction. [Head Quarters.]

**NEW HOTEL.**—Among the improvements now going forward in this City, we are glad to notice the foundation clearing away for a commodious Hotel. S. Barker, Esq., is the owner of the land, and has contracted for the building with Mr. Ous Small, who will, we have no doubt, put the work through in a style that will add something to the ornament of the City, and will assuredly add much to the comfort and convenience of strangers visiting Frederickton. [H.]

**FIRE.**—We learn that the dwelling house of Mr. Alexander McLagan, at Miramichi, was accidentally consumed by fire on Monday last.

Mr. Zebulon Currie, formerly of this City, also lost a dwelling house in the Parish of Douglas on the same day. Furniture saved. We have not heard if there was any insurance on either building. [H.]

**BURNING OF SAW DUST.**—It affords us pleasure, that we have it in our power to state that much Saw-dust can be consumed as fuel, and that it is now actually so used in the large mill establishment of J. L. Marsh, Esquire, of Frederickton, in preference to any other material, and because it is recommended to do so. The savings and other matter that he had been accustomed to consume in his furnace, are turned to more profitable account, and his fire is now sustained by Saw-dust and deal, each alone, without any additional labour, expense or machinery. We regard this as a most important discovery, most practical and profitable, and we would especially commend it to the attentive consideration of those who are more immediately and directly concerned in the matter. It is a most valuable saving in this City and its vicinity, where hitherto experienced in providing a use for their Saw-dust, and will save our harbour from further injury. [Courier.]

### COMMUNICATION.

FOR THE STANDARD.

St. Stephens, June 17.

In my last, Mistrer Editor, I told you the predicament that myself and the assessors were in, now share I'm told they have come down out of the scrape, when my poor self, nearly stuck, without a friend to advise or direct me, God help me; but share it can be helped now, I'm elected to fill the office, and must do it some how; may be it's credit them same assessors should get for the waste they made in getting the books done with so much satisfaction to themselves and the public, as I'm told the Millowners are fairly delighted with the share they have to pay, and are determined to petition His Excellency, that the same assessors may be made permanent in the office during their natural lives, and if any of them should die before their time, that the office should be conferred on their heirs male or female for ever. Now only think of that, Mistrer Editor! Is it not enough to make other assessors grin, when they find themselves so far behind the men of St. Stephens? I beg pardon, I'm sorry to hear that, but it is, and it is, and it should not be overlooked by the parties who nominated them to fill the office. Indeed I'm told, Mistrer Editor, that the tax book is a real monument of something great and noble, having there in it, such a mass of names, and with and not using their eyes, nor their knowledge, of which name, and give satisfaction to the inhabitants of the Parish. Indeed, I'm told it is given in certain quarters that a few honorable gentlemen intend to visit on the assessors and get the valuation book from which the assessment has been made, also the tables by which they made it, and transmit them home to be

exhibited in the Chrysal Palace, at the great Exhibition, so that New Brunswick will not be behind the most enterprising nation in the world in art and science. It is also done with the view of enlightening the Chancellor of the Exchequer how he should make out his estimates for the public service to go before the House of Commons. By the way, Mr. Editor, I'm told that the other Parties of the County think of themselves when they find that St. Stephens is so far before them in learning and every thing else. Shame enough, they ought to be ashamed of themselves, and I have no doubt they are; but maybe they will take notice of Saint Stephen's in future, so that their names may be handed down posterity with great applause.

I may, Mistrer Editor, send you still more information of how we are getting along in this part of the County.

Yours,

JIM O'LEARY.

Father Mathew has converted an eminent lawyer of Gloucester to temperance principles. He has closed his establishment, discharged his hands, and will neither drink himself nor brew any more beer for others to drink.

**The Bloomer.**—A lady dressed in the new costume, promenaded our streets yesterday, and created quite a sensation. She was subjected to no annoyance or rudeness. [M. John Freeman.]

### SHIPPING JOURNAL.

PORT OF ST. ANDREW'S.

July 18th.—Parker, M. L. Master, East point, provisions.

19th.—Parker, M. L. Master, East point, provisions.

21st.—A large Am. ship passed up the River to the Lodge.

**Arrived at St. Stephen.**

July 15th.—Bing, O. P. Master, Westport, N. S.—Wharf.

July 16th.—Bing, O. P. Master, Barbadoes, N. S.—Wharf.

18th.—Am. Ship Sarah C. Hyde, Lowell, Liverpool, N. S.—Wharf.

19th.—Bing, O. P. Master, Barbadoes, N. S.—Wharf.

Sailed from Liverpool, July 1st, barque Lamer, for St. Andrews.

The ship Sovereign, which sailed from Halifax on the 4th of March, for Liverpool, has not since been heard of, and it is thought that she has foundered at sea. Having struck a rock in lat. 43, long 49, as some newspapers state, but belonging to her mate, being picked up, Lieut. Layton, of H. M. ship, Waterbury, and Mr. Henry Fisher, of the 38th Regt., were passengers.

### JUDSON'S CHEMICAL EXTRACT OF

CHERRY AND LUNGWORT.

FOR THE CURE OF

Coughs, Colds, Hoarseness, Spitting of Blood, Night Sweats, Asthma, Liver Complaints, and CONSUMPTION.

DO NOT NEGLECT IT.

Can be used in any form, in thousands of cases by this only certain remedy.

JUDSON'S CHEMICAL EXTRACT OF CHERRY AND LUNGWORT, and no remedy has ever before been discovered that will certainly

CURE CONSUMPTION.

The most strongly marked and developed cases of Pulmonary Consumption, where the lungs have become diseased and ulcerated and the case so utterly hopeless, as to have been pronounced by Physicians and friends, to be past all possibility of recovery, and at times thought to be dying, has been cured by this wonderful remedy, and are now as well and hearty as ever.

It is a compound of medications which are peculiarly adapted to and essentially necessary for the cure of

### COUGHS AND CONSUMPTION.

Its operation is mild, yet efficacious; it loosens the phlegm which creates so much difficulty, relieves the cough and assists nature to expel from the system all diseased matter by excretion, producing a most delicate change in the breathing and chest, and this, after the prescriptions of the very best medical men and the inventions of all sorrowing friends and Nurses, have failed to give the smallest relief to the Consumptive sufferer.

**THOUSANDS OF CONSUMPTIVE** persons have been deceived in buying medicines which were said to be infallible cures, but which have proved only palliatives, but this medicine is not only a palliative but a cure for ulcerated lungs. It contains no deleterious drugs and one trial will prove its astonishing efficacy better than any assertions or certificates in curing consumption and all diseases of the Lungs such as Spitting of Blood, Coughs, pain in the side and chest, night sweats, &c. &c.

About 1600 certificates of almost miraculous cure performed by this medicine, from some of the first Doctors, Clergymen, and Merchants, have been sent us by this medicine, but the publication of them looks too much like Quackery, [I will show them to any person calling at our office.] This

medicine will appear in its own favour. **Caution.**—This large bottle and Corkstopper, and the name of the bottle. All the bottles of Carmack & Co. New York.

**TO OWNERS.**

**CARLTON'S** For the cure of Bone Spavin, certain remedy.

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