ENGLAND SETTLEMENT IN
NEW JERSEY.

AMMONTON TRACT OF
ID IN NEW JERSEY

central point of an extensive emigration from the
ates, and the actual Pioneers with large accre-
Virginia, and even Illinois, Ohio, and other West-
ing the year 1867, over 400 farms were purchased,
built and occupied in the settlement.
d last division of this tract, consisting of about
IRTY THOUSAND ACRES,
erged, and is now offered for sale, in
TS OF TWENTY ACRES,
on terms favorable to all actual settlers. These
ms, terms, &c., apply personally or by letter, en-
Hons Street, 18 State St., Boston, or to Richard
Hammonton, who will promptly reply to all letters.

n the Rural Affairs, August, 1867.
E AND WHAT IS HAMMONTON?
is a tract of land in the interior of New Jersey, ra-
by railroad for a mile, a flourish settlement. It con-
ty thousand acres more or less, and lies partly in
mmon, and partly in Atlantic county; distance
es, or one hour's ride, south east from Philadelphia,
ance to Atlantic city, 45 miles west. Little Egg
he tributaries of which water Hammonton in vari-
s navigable for vessels to Tuckahoe, south, six miles
Hammonton Lake. The products of the sea, in
k oysters, &c., may be daily commanded, and the
ship rates gives it the benefit of that great market. The
ds lands now in cultivation are where within
est Philadelphia, north south, east, or west, are
to three hundred dollars per acre. It is their vicin-
city and convenience, with only a hundred thousand
city dwellers, that gives such high value to all farms and
is no reason in the world why the lands that may
in Hammonton at the commencing price, forty dollars
dollars per acre, should not soon be worth as much
do that are the same distance by railway from that
to boldness to assume—from a stiff clay, valuable for
on a very light ocean sand—which, light as it op-
the elements of vegetation, and certainly produces
beat, Corn, Rye, Barley, Oats, Clover, Timothy Grass,
Irish Potatoes, Egg Plant, Peaches, Pears, Apples,
s, Apricots, Quinces, Grapes, Water and Musk Melons.
Fall the fruit and vegetables commonly to the Phila-
and which, spoken that, as it is well known to be,
For bread fruits, fruit, and vegetables in the United
in the world.
north corner of Hammonton, while the maple, yellow
, but in most bright autumn growth has been cut off
ars for the use of the neighboring glass works, and
recovered only with small wood, easily cleared. In
e trees are yet large, the standing wood may be
mostly.
n Hammonton removed within the past year to
New England, and now number about one thousand
ing on with an industrious, temperate society, rising
last spring about one hundred and fifty dwelling
ing wives and aged, have been erected.
ild out in farm lots of 20 acres and upwards, and
n large cash crops of vegetables, and strawberries and
ry cultivation. There are inexhaustible supplies of
l on the land, which are very cheap and valuable as
water is peculiarly sweet and clear, and may be
ng wells from 8 to 16 feet deep. Living springs also
n the best in the United States, the latitude being
north for cold, nor too far south for heat. It is near-
more, and the atmosphere is tempered in summer
s warmer by the sea breezes that come in from the
g the course of the gulf stream which leaves the
southerly coast of Hammonton. No such thing as
ever appears there. A more healthy spot can
found to leave Maine. Once is a poddly State, rich
ces of wealth and social happiness. Those who are
ere "let well enough alone," and stay where they
ed River or the Aroostook. But if any of our poo-
kinsmen, have resolved to leave an arid sterile soil
where they can cultivate the soil with a fourth part
ed here, and where they will not encounter the cold
North, the sickly heat of the South, nor the malarious
society of the vast West, we would advise them
Hammonton first, and there are good judges for them-
good but little to go. The distance is only 87 miles,
ld from Boston, whereas the Mississippi Valley is
from home. Hammonton is in the centre of the
on the continent, being within one hour of Phil-
four of New York, and four hours of Baltimore,
both of Intercourse with, as well as the market of
ities and their vicinities. Should a more desirable
will
the Camden and Atlantic Railroad run from Vine
Philadelphia, twice a day to and from Hammonton,
who purchase lands and commence building in it,
over the road for three months, and are carried at
three years afterwards.
Hammonton before you resolve to remove West-
them at least.

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st.
Book and Newspaper Illustration
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N. Engravings, and Other Works of Art,
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E. L. Mers, E. Boyd, British Architects, Ar-
Boston Music Hall the Tremont of the Merchants'
ing Building, etc. 23 Tremont Row.
& BLACK, Daguerreotype, Ambrotype, and
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and watches performed as well as new. 7 Congress st.

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Piano Forte Guitar, Violin and Cello, to any address.
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Tremont st. N. M. LOWE & CO., 5 Haverhill street.
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Commercial Review. 129 Washington street.

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H. Wholesale dealer in Foreign and Domestic
Wines, Tobacco Cigars, Fruit, 5 East Clinton st.

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OUSE, Bowdoin square, and TREMONT HOUSE,
st, the favorite first-class hotels in Boston.
PARKER STEVENS, Proprietor.
HOUSE, Hanover st., is now fitted up for the Busi-
with all the modern improvements. $1.25 per day.
SAWYER & MARTIN, Proprietors.
OUSE, School street, Boston. Kept on the
Am. & European Hotel. R. D. PARKER & Co., Prop'rs.
HOUSE, the largest and best arranged Ho-
England, possessing all the modern improvements
ces, for the accommodation of the travelling public.
LEWIS JACK, Proprietor.

Dr. Parker.
moved to the Cottage in Queen st
the Agency of the Commercial B
opposite to the Sheriffs.
rews, Nov. 19, 1867.

on White Lead & Oil.
x the "Eleanor" from London,
s. Boiled and Raw Linseed Oil,
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best Putty, &c. &c.
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RedAsh Egg Co
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J. W. STREET

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rs addressed to this office must

The St. Andrews Standard.

PUBLISHED BY A. W. SMITH.] E VARIIS SUMENDUM EST OPTIMUM.—*Cic.* [$2 50 PER ANNUM IN ADVANCE.

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GOVERNMENT HOUSE, OTTAWA,

Tuesday, 28th day of July, 1868.

PRESENT:

His Excellency the Governor General In Council.

ON the recommendation of the Honorable the Minister of Customs, and in pursuance of the provisions of the 11th Section of the Act 31 Vic. Chap. 6, intituled: "An Act respecting the Customs," His Excellency in Council has been pleased to order, and it is hereby ordered, that the following Regulations respecting the Coasting trade of the Dominion, be and the same are hereby adopted and established.

Certified, WM. H. LEE,
Clerk Privy Council.

COASTING REGULATIONS.

1. Vessels and Boats employed solely in the transport of Goods or Passengers from one Port or place to another Port or place within the limits of the Dominion of Canada, shall be deemed to be engaged in the Coasting Trade, and shall be subject to the Regulations governing the same.

2. None but British registered Vessels and Boats, wholly owned by British subjects, can lawfully be engaged in the Coasting Trade of the Dominion of Canada, and the names of such Vessels or Boats and the names of their Ports of Registry, shall be distinctly painted on the Stern of the said Vessels or Boats.

3. Such Vessels and Boats, may, without being subject to entrance or clearance as required by law, for Vessels trading between Ports in the Dominion of Canada, as well with Foreign Ports, carry goods the produce of Canada, or goods duty free, or goods duty paid, or passengers from any Ports or places in the Provinces of Ontario and Quebec, to any other Ports or places in the said Provinces, or from any Ports or places in the Province of New Brunswick, to any other Ports or places in the said Province, or from any Ports or places in the Province of Nova Scotia, to any other Ports or places in the said Province, provided always that the owners or masters of such Vessels or Boats shall take out a licence for the season for that purpose from a Collector of Customs in Canada, and that the owners or masters in taking out the said Licence shall enter into Bonds of $500 conditioned that such Vessels or Boats shall not be employed in the Foreign Trade, and provided also that the Master of every such Vessel or Boat shall keep or cause to be kept, a Cargo Book in the form prescribed by the Customs Department, to be registered by the Collector of Customs who granted the Licence—in which Book shall be entered at the Port of Lading, an account of all goods taken on board of such Vessel or Boat, stating the description of the packages, the quantities, the descriptions and values of the goods therein, as also of the goods stowed loose, and the names of the respective Shippers and Consignees, as far as any of such particulars shall be known to him: and at the Port of discharge shall be entered in the said Cargo Book, the respective days upon which any such goods shall be delivered out of such Vessel and also the respective times of departure from the Ports of lading and of arrival at the Port of unlading.

4. The master of any such vessel or boat shall produce his Licence and Cargo Book to any Officer of Customs, whenever the same shall be demanded, and answer all questions put to him, and such Officer of Customs shall be at liberty to note any remark on the cargo book which he may deem proper; and if the Cargo Book shall not be kept in the manner hereby required, and the particulars of all Cargo laden and unladen, duly noted therein, the goods and vessel shall be forfeited, and the master shall incur the penalty of $100.

5. Before any coasting vessel or boat shall depart from any Port of lading in any one of the Provinces of the Dominion of Canada for any other Port in the said Dominion, not in the said Province of departure, an account or Report with a duplicate thereof, in the form or to the effect following, and signed by the Master, shall be delivered to the Collector, who shall retain the duplicate and return the original account or report dated and signed by him; and such account or report shall be the clearance of the Vessel or Boat for the voyage and the transire or pass for the goods expressed therein, except for goods under Bond or goods liable to Excise or Internal Revenue duty, which shall require the entries and warrants for landing to be signed by the proper Officers as required by law, and if any such account or Report be false, the Master who signed it shall forfeit the sum of $100.

REPORT and Transire Coastwise for a Registered Vessel or Boat proceeding from one Province to another in the Dominion of Canada.

Port of Name of Vessel. Master's name Port of Registry.	Register Tons. Whither bound.
Foreign Goods.	
Warehoused Goods removed under Bond.	
Goods liable to duty of Excise.	
Do. removed under Bond.	
Sundry other Goods Produce of Canada, &c.	

(Signed) Master.

Cleared the day of 186

(Signed)

Collector of Customs for the Port of

6. Within twenty-four hours after the arrival of any coasting vessel or boat at the Port of discharge, which requires transire as above described, and before any goods shall be unladen, the transire with the name of the place or wharf where the lading is to be discharged, noted thereon, shall be delivered to the collector, who shall note thereon the date of the delivery; and if any of the goods on board such coasting vessel or boat shall be subject to any customs duty the same shall not be unladen until due entry has been made at the Custom House and a warrant granted for the landing there; and if any of the goods on board such vessel or boat be subject to any duty of excise or Internal Revenue the same shall not be unladen, without the authority or permission of the proper officer of excise; but no entry shall be required at the Custom House for any goods brought coastwise the produce of Canada or goods on which the duties whether of Customs or Excise have already been paid or which are duty free.

7. Vessels and boats employed in the Coasting Trade and that shall not have taken out a Licence for carrying goods, and obtained a Cargo Book as above provided, shall report inwards and outwards at the nearest port to their place of arrival or destination and require clearances whenever they depart from any port or place within the Dominion of Canada, and in default of their so reporting the Vessel or Cargo, the Master shall in each case be subject to the penalty of $100 for departing and arriving without due entry inwards or outwards as the case may be: Provided that when a vessel shall sail from any place where there is no Custom House or Officer of Customs, it shall be sufficient for the carrying out of this regulation that the owner or Master of such vessel do, as soon afterwards as possible, forward to the nearest Custom a similar report in duplicate, or lodge the same at the first Port at which he shall touch where there is a Custom House Officer.

8. Goods under a removal Bond from one Canadian Port to another Canadian Port may be carried in any British registered vessel or boat, trading Coastwise with a proper License and Cargo Book upon such goods being properly entered in the Cargo Book and in the account or Transire, in duplicate, the Collector at the Port from which such goods are removed being required to forward by Mail to the Collector of the Port for which the goods are destined all the particulars and description of the goods so forwarded, and the Packages shall be properly marked in Red as now provided, but no goods under Bond shall be carried in any Coasting Vessel or Boat until the Master has delivered an account in duplicate or transire to the Collector of Customs at the Port of lading.

9. No Coasting Vessel or Boat to touch at any Foreign Port unless forced by unavoidable circumstances and the Master of any Coasting Vessel or Boat which has touched at any Foreign Port, shall declare the same in writing under his own hand to the Collector or proper Officer of Customs at the Port or Place in Canada where his Vessel or Boat afterwards first arrives, under a penalty of $100.

10. If any goods are unshipped from any Vessel or Boat arriving coastwise or unshipped or water borne to be shipped to be carried coastwise on Sundays or Holidays, or unless in the presence or with the authority of the proper Officer of Customs, or unless at such times and places as shall be appointed and approved by him for that purpose; the same shall be forfeited and the Master of the Vessel or Boat shall forfeit the sum of $100.

11. Officers of Customs may board any Coasting Vessel or Boat in any Port or Place, and at any period of the voyage search her and examine all goods on board, and demand all the documents which ought to be on board; and the Collector may require such documents to be brought to him for inspection.

12. No Fishing Boats or Boat used in Ferrying under 15 tons burthen shall except by Special Licence or Permission, carry any goods from a Foreign Country which are liable to duty under a pain of seizure, unless the same (in the case of Ferry Boats) be for the sole use of some passengers then on board.

13. No goods can be carried in any Coasting Vessel or Boat, except such as are laden to be so carried at some port or place in Canada, and no goods shall be taken into, or put out of any Coasting Vessel or Boat while on her voyage by River, Lake or Sea.

14. The Transire Coastwise required by these Regulations may in case of any Steam Vessel carrying a Purser, be signed by such Purser with the like effect in all respects, and subject to the like penalty on the Purser, and the like forfeiture of the goods, in case of any untrue statement in the Transire, as if the Transire was signed by the Master; and the word MASTER for the purpose of these regulations shall be constructed as including the Purser of any Steam Vessel; but nothing herein contained shall preclude the Collector or proper Officer of Customs from calling upon the Master of any Steam Vessel to answer all such questions concerning the vessel, passengers, cargo and crew, as might be lawfully demanded of him if the report had been made by him, or to exempt the master from the penalties imposed by these regulations for failure to answer any such question or for answering untruly, or to prevent the master from making such report if he shall see fit so to do.

15. The Coasting Regulations of the late Province of Canada dated the 12th April 1861, and all regulations heretofore existing in the Province of New Brunswick or Nova Scotia in reference to coasting in any of the said Provinces are hereby repealed.

(Signed) [S. L. TILLEY,
aug 26 3t Minister of Customs.

FORTY YEARS' EXPERIENCE have tested the virtues of Dr Wistar's Balsam of Wild Cherry, and the result is, that it is the best remedy extant for pulmonary and lung disease; embracing the whole range, from a slight cold to a settled consumption. Were it not for its merits, it would long since have "died, and made no sign."

A London correspondent says:—"You may imagine how great the heat must be here when Sir John Parkington, the Secretary of War, has ordered additional precautions to be taken at Woolwich and other arsenals for fear lest the solar rays should explode the gun powder and shells."

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

BY W. M. BUCK, C. E.

Third Period. 1850 to 1860.

[CONTINUED.]

A public railroad meeting was held at Grand Falls on the 8th January, 1851; the inhabitants of that section were sensible of the great importance of a railroad communication to the seaboard, and were unanimous in supporting such an enterprize to the fullest extent in their power. It was resolved that the St. Andrews and Quebec Railroad was an enterprise of vast importance to the Province, demanding the encouragement and support of the people of that section; that the said railroad would afford speedy communication with the seaboard and a ready market for the surplus produce of the upper country. That a committee of ten persons be appointed to procure subscribers, viz: John Emmerson, F. E. Beckwith, Col. Coombes, Benjamin Beveridge, Francis Rice, P. C. Amireaux, W. T. Wilmot, A. B. Hammond, George Doll and Auguste Webster, Esqrs. That the inhabitants of the County through whose land the extension of the railroad from Woodstock would pass, would cheerfully convey to the Company a right of way over the same, as done by landed proprietors in other sections of the Province.

On the 7th February the Company again advertised for tenders for the grubbing, grading, masory and culvert work of 26 miles of the road from St. Andrews to the N. W. Branch of Digdeguash river, in sections, or for the whole length; these would be received up to the 12th of April. There were ten bidders, and the tender of Messrs. John G. Myers Lawrence Myers & Bros., was accepted; the schedule of prices set forth—Bridge Masonry at $4.75 per cubic yard; Culvert masonry $2 per cubic yard; earth excavations 26 cents per cubic yard, and rock excavation $1.26 per cubic yard. They also proposed to build 40 miles of the road commencing at St. Andrews and using the same weight of rail, furnish their own engineer, and all material, and be at the whole expense of grading, and putting the road in running order for the sum of eighteen thousand five hundred dollars per mile, and if their proposal was accepted they would take $75,000 stock

[On the 4th April Alexander Light, C. E., joined the Chief Engineer Staff]

The Directors had decided upon the following mode of payments for the contracts in the first 26 miles. One fourth to be paid when half the work was completed, and accepted by Chief Engineer. One fourth when three-fourths were completed and accepted; and the balance on the full completion of the work; half of this balance to be taken in stock.

Messrs. Myers contract with the company was signed and sealed on the 15th of April for the grading of the first ten miles from St. Andrews, which, so far as the line had been located, proved to be the most expensive section.

The financial position of the Company on the 1st May stood thus—

Total amount of receipts, including those from England,	£9506 11 4
Total amount of expenditure, preliminary, construction, sundries,	8494 6 1
Balance in hand,	£1012 5 1

During this month the Messrs. Myers, Contractors, arrived from Portland State of Maine with the greater part of their "Plant" and made active preparations for a commencement. The surveys had reached to Howard Settlement (65 miles) and three of the engineering staff were dismissed. Mr. Light remained an assistant on the 10 mile section.

On the 18th June the Board of Directors made a conditional contract with the Messrs. Myers to build the entire line to Woodstock which was to be completed in eighteen months from date, for the sum of ten thousand dollars per mile or £2000 stg., comprising the following mentioned work—the entire excavations of earth and rock, embankments, bridges, culverts, piling, grubbing, laying down the continuous wooden rail sills and iron track thereon; slopes, slides and all subsidences; also to provide the engineering, and to put the road in running order, and to be acceptable to to the Company's consulting Engineer, A. C. Morton, Esq., of the Portland and Montreal Railroad; the Company to retain Mr. Light and Mr. Hanson on their part, the contractors paying their salaries! The Company to provide the iron rails, delivered at a wharf at St. Andrews, and all the necessary rolling stock required by the Contractors. The foregoing including also the contract for the first 10 miles which would be cancelled, in case of the acceptance of the second offer.

It will be remembered that the Messrs. Myers had made a previous offer for the whole work on the first forty miles of the road, at the rate of eight thousand five hundred dollars per mile, consequently they reduced this amount eight thousand five hundred dollars per mile in view of getting upwards of 40 additional miles to build, and the Company providing the iron superstructure. The surveys however been commenced at the Woodstock end of the road, from "Richmond Corner," situated about situated about six miles to the westward of the town of Woodstock on the high road to Houlton in State of Maine, and from thence continued to the Howard Settlement connecting with the previous survey to that place.—Mr Fielding Neale joined this party and superintended the location of the line conducted by Mr. Fosdick.

The Consulting Engineer furnished the Board with the following estimate of the Iron and Rolling Stock, assuming 50 lbs. per yard for rails, on a total distance of 80 miles—

4000 tons Iron Rails, &c., delivered at St. Andrews,	$120,000
2 Locomotives of equal size as the one already bought,	10,000
2 Passenger Cars,	3,000
20 Heavy Good Cars,	8,000
20 Fine do do	10,000
2 Turn Tables,	3,000
4 Water Pumps,	2,000
Station & Engine House at St. Andrews	4,000
Station at Woodstock,	3,000
Intermediate Sheds at stopping places,	2,000
Fencing in all,	16,000
	$180,000
Average per mile for 80 miles,	$2,250
Messrs. Myer's proposal for grading and construction,	10,000
Cost per mile,	$12,250
In sterling, say	£2,450

The Great Portland Railway Convention was held on 31st July, the object of which was to carry out a continuous line of Railway from Halifax via St. John and St. Andrews Railway, through the State of Maine to join the American lines at Portland. Capt. Robinson, R. N., and John Wilson, Esq., represented the St. Andrews & Quebec railroad interests at this memorable convention. Captain Robinson afterwards, in August, proceeded to England as an Agent for the Board with full power of Attorney to act as such.—During the month of August, the first grant 10,000 acres from the Government under the Facility Bill was conferred upon the Company, and was afterward conveyed to Benjamin Sharpe, Managing Director at London for the benefit of the Class A shareholders.

J. W. Byrne, Esq., had entered the service of the London Board as Secretary and successor to Julius Thompson, Esq. who was then under orders to proceed to the Colony as Manager of the Railroad. Upon his arrival out he presented himself to the Board, with his credentials, at their meeting on the 20th November at which Captain Robinson was also present and made a lengthened statement of the result of his mission to England.

The resolution of the Board passed 17th November 1849 appointing the President as Manager was concluded, and the business of the Board was continued next day, when a letter was submitted from the Messrs. Myers, Contractors, requesting an advance of $2000. The Secretary was ordered to state in reply that the Directors did not feel justified in complying therewith, the contractors having already overdrawn their account to the amount of $800.

About this time, Fielding Neale, Chief Engineer, having resigned, on account of some misunderstanding with the President, Alexander L. Light was appointed to act as Chief Engineer in his stead. It was the declared wish of this gentleman that another Consulting Engineer should be appointed, the London Board having objected to Mr. Morton; the Local Board, after due enquiry, appointed A. P. Robinson, Esq., C. E., of Portland, Maine. Manager Thomson wrote thus of this gentleman to the London Secretary, in December—

"Mr. Robinson bears a very high reputation for ability in the State of Maine, and is without doubt a very clever Engineer. I am quite certain that his calculation of a saving of $40,000 in the mere grading of the line from Bartlett's Pond to the N. W. Branch where the Fredericton Road crosses, will be easily made by adopting his proposed alteration. I have not the least doubt that we shall derive most valuable assistance from Mr. Robinson's occasional visits."

Mr. George Weightman was appointed under Mr. Light to take the levels over the line of proposed alteration, and the plan and profile were accordingly altered.

At this period a contract had been arranged for laying the wood superstructure as far as Chamcook, 5 miles, a cargo of iron rails having left England on the 23d November, so that the road would be completed this distance and a Locomotive running before the opening of the Legislature, and be of service in obtaining further grants of land, as well as in passing the proposed Scrip Bill for £50,000. Petitions for which were signed by the Class A share holders, including their Board of Directors, as well as by the Local Directors and Class B shareholders.

The financial position of the Company at the end of this year (1850) is thus represented—

Total Expenditure,	£22,447 4 0
do Receipts, chiefly England,	19,321 15 0
Balance against Company	£3,125 15 9

On March 11, 1851, the barque "Avon" from Newport arrived with a Locomotive and Tender and the first cargo of rails. The Locomotive was named "The Pioneer."

On the 27th March the Company issued a notice to Contractors for the acceptance of tenders until 1st May, for the grading 32 miles of the road, commencing from the end of the first 10 mile contract. About 18 tenders were received from various sections, stating prices per cubic yard, none were then accepted, for the Facility Bill having passed both branches of the Legislature, Manager Thompson was sent to England to negotiate with the London Board, and it was then anticipated that a contract would be arranged in England for the construction of the road to Woodstock.

During the month of April the second cargo of rails arrived in the ship "Ansdale" which through stress of weather had been put back, twice to Cork and once to Halifax.

The annual general meeting of the stockholders was held at the Town Hall, St. Andrews, on the 6th May, at which the President read a statement of the proceedings and finances of the Company. The actual expenditure by the Board to this period had been £33,000, which included surveying and engineering of the route through to Woodstock; exclusive of these the amount had not exceeded £3000 per mile, which covered the cost of the Locomotive, rails and bridges, and work on the 10 mile contract. From the Engineers Report the Directors felt confident that the remainder of the Road to Woodstock would not exceed $10,000 per mile. The Legislature of the Province had generously voted $50,000 sterling in Provincial Bonds, bearing 6 per cent interest, and redeemable in 30 years.

The expenditure of the London Board, according to the declaration of their Secretary in the presence of the Lord Mayor of London was, up to March, as follows:

Preliminary expenses, on formation of company and subsequently sterling,	£4,337 0 10
On account of Engine and tender, iron rails, and other material sent to St. Andrews,	4,167 8 11
Transmitted to the Directors of the Company in St Andrews,	12,988 5 0
Total,	£21,552 14 9

The expenditure in the Province to June 1st was currency,—

Upon actual construction of the works,	£17,807 18 2
Engineering and surveying expenses,	4,905 1 2
Office, Law and Crown Land surveys,	779 1 0
Preliminary, Incidental, and other expenses,	2,379 7 8
	£25,871 8 0
The receipts amounted to	24,668 19 0
Balance against Company,	£1,202 9 0

This expenditure entitled the Company to 20,000 acres of land, in addition to the previous grant of 10,000 acres.

[To be Continued.]

Tacitus tells us that in his time the spectators in public theatres were to stand during the representation, that they might not, if accomodated with seats, be tempted to waste whole days in idle amusements. A gentleman recommends the same plan to be adopted at public dinners, that persons may drink no longer than they can stand.

It has been ascribed to the Queen that, on asking the Duke (we suppose on a wet day), what boots he had on, and being answered, "The people call them 'Wellingtons,'" she exclaimed, "what an absurdity! Where, I should like to know, will they find a pair of Wellingtons?"

Whether discretion is or is not "the better part of valor," it is most certain that diffidence is the better part of knowledge.

If "wit's a feather," many of our young ladies have a great deal of wit about their heads however little in them.

The most cheerful and soothing of all fireside melodies are the blended tones of a cricket, a teakettle, and a loving wife.

If wine gets men into quarrels, it sometimes gets them out. Ask your opponent to take a glass with you.

The seamstress who rigs out young men by the brisk use of her thimble, is undoubtedly a thimble-igger.

It far easier to see small faults than large virtues.

Mediocrity is a plant that bears but one flower—envy.

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