

The St. Andrews Standard

PUBLISHED BY A. W. SMITH.]

EX HIBIT SUMMENDUM EST OPTIMUM.—Cic.

122 50 PER ANNUM IN ADVANCE

Vol 35

SAINT ANDREWS, NEW BRUNSWICK, AUGUST 12, 1893.

No 38

Government House, Ottawa. Thursday, 28th day of May, 1893.

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 at Ottawa, 31 Vic. cap. 41, 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. 41, on the exportation of duty paid articles in certain cases.

1. The manufacturer of any article, which is manufactured in the 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 of entry of the material into the Dominion, 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 articles are to be exported, and the name of Vessel or Line of Railroad by which the exportation is intended to be made.

2. The foregoing statement shall be made in the form prescribed by the Customs Department, the following each shall be signed and taken by the manufacturer before the Collector, viz:

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

Signed, sealed and delivered in the presence of

Collector.

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

BOND.

Know all men by these presents that we A. B. & C. of and for the Queen in the sum of (a) for the payment of which sum of money we bind ourselves, our heirs, executors and administrators, jointly and severally, 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: (here 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 delivery, of the same at such place, shall be produced at the office within months from the date thereof, and shall not, after being laden for exportation 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. (LS)

B. (LS)

C. (LS)

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:

No. 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 1893, 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

or his Assignee, thirty days after the production of 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

Collector.

(a) The full value of the goods exported.

5. Such Certificates shall be numbered in consecutive series, at the Parts where they are respectively issued, and before the delivery of the Certificate to the Exporter, 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. Whereunto.
9. Name of the vessel or R.R.
10. Amount of Drawback in Carriage.
11. Date when paid.
12. Signature of Receiver.

6. No Drawback shall be allowed, unless the amount of such drawback shall exceed \$50.

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.

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 same, when required as directed by the Act of Incorporation, passed 8th March, 1836.

The capital stock of the Company being £700,000, divided into 20,000 shares of £35 each; the calls to be not less than four per cent, and not to exceed ten per cent, for the amount of stock of each shareholder, and no individual was to be called for until ten thousand shares had been actually subscribed for, and not before.

The stock list for the Province, and Parish of St. Andrews comprised 132 names representing 1300 shares and £45,500 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 £13,375 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 things 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 wars, it would be more and more interested 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. Stansbury 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 railways, and it was the intention of the Government to send a despatch to each Colony embracing these regulations, and accompanied by all 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 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 Frye, M. D., John Wilson, D. S. M., Wm. Porter, (St. Stephen), Robert Walton, G. F. Campbell, John Rogers, Esq., of St. Andrews, Chas. Connel, Chas. Parley, James McCann, Thos. Pickard, Esq., of Woodstock.

On the 28th there was a meeting of Directors at the Railroad 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 of December for the purpose of electing 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 large amount of stock it was thought, would be taken while the enterprise obtained greater publicity 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. Wm. Wilton, Esq., acted as the Woodstock corresponding Secretary.

The meeting of the 26th, at St. Andrews, before mentioned, was 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. Subscription lists would therefore be opened at Eastport and Calais, and the directors were full of hope that with a subscription list amounting to £50,000, of which £20,000 would probably be collected in Carlton County they could safely 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 (3). 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 Messrs 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, or from individuals, to the extent of £300,000, 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 assist 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 expect 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 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 responded all 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 shares. Earl Grey had expressed his entire approbation of "wooden railways" to commence with in New Brunswick, guide 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 undertaken, 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 wood could be had for nothing, and when worn out so easily replaced.

Sir Howard Douglas had tendered the agents every assistance in his power. They had also seen Mr. Geo. Pemberton, but he, 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 chances of final success by the next mail packet.

"A B and 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, Geo. G. Pemberton, Wm. Tinker, Esq., Solicitors, Messrs. Goodwin, Castridge, Williams and Elward, Westminster; Messrs. Rooker, Birch and Ingram, 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 by 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 main necessary for efficiently working it is £100,000."

"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 £20 each, of which number 2500 have been already subscribed for in New Brunswick and 1500 will be set apart for future allocation to residents in the Province."

It is proposed to alter the remaining 4000 to 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, (3), 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 interest 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 through 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.

Flour & Salted Provisions, 100,000 bbls. at 2-6d per bbl., £12,500

West India Produce, 20,000 bbls. at 2-6d, 2,500

British Mercantile, 20,000 bbls. at 2-6d, 2,500

Passengers, 60 per day for 510 days, 10s each, 2,500

TRAFFIC FROM WOODSTOCK TO ST. ANDREWS.

Timber, Deals, Board, &c. equal to 50,000 tons, at 7-5d per ton, £18,750

Agricultural produce, 1,500, 9,375

Passengers, 60 per day, for 510 days, at 10s each, 2,500

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Passengers, 60 per day for 510 days, 10s each, 2,500

TRAFFIC FROM WOODSTOCK TO ST. ANDREWS.

"Downing 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 entire approbation 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. HAWES.

[To be continued.]

A BOY'S DESCRIPTION OF A DANCE.

A boy 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 much 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 came to town, I went into the room of the tavern where the dance was to be. It was almost filled with people. A corner corner sat a man that had some kind of a clock, and he took in his hands, and plucked his ears, and then stroked his back with a stick; it began to screen, and the people got frightened and began to run around the room, hunting for the door, and could not find it. Nobody, 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 they have each five sisters."

"Merely" replied the interrogator, "such a family ye must have!"

The questioner's sympathy was stronger than his curiosity.

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

"Lads, they don't send the paper, they just send the writing in a fluid state."

CONCLUSIONS.

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

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

What is that which is always invisible and yet never out of sight? This 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 uncleanly man at a lecture, "you are mauling me very much."

"No, I don't, neither," said the unclean, "I'm mauling this ere canvas."

"Arrah now, Jim," said one honorable to another, as they stood gazing upon the fountain in Bachelin Common, "what is it that makes the water splurt up so? Does ye know?"

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

VERY SAD.—Miss Mathieson, daughter of the Rev. Dr. Mathieson of Montreal, was drowned while bathing at Canaan on the 20th ult. She was outdaring in company with Mr. Campbell who had a narrow escape, both of his having taken a wrong direction and beyond their depth. The body was recovered.

The Rev. Mr. H. of Sherbrooke, was severely injured at the Grand Trunk Depot, Quebec, having been standing on the high-backed cars, and got so much on his head that his life is despaired of.—Ottawa Times.

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

The St. Andrews Standard.

PUBLISHED BY A. W. SMITH.]

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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. 41, intituled: "An Act to amend the Act of the present session, intituled: '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. 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 expiration 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 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 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 entered and paid, the port or place in the Foreign Country to which such manufactured articles are to be exported, and the name of Vessel or Line of Railroad by which the exportation is intended to be made.

2. To the following statement, which shall be made in the form prescribed by the Customs Department, the following oath shall be subscribed and taken by the manufacturer prior to the Collector's signature:

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 _____

Collector.

30. 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, thereupon, he will require the manufacturer to execute the following Bond:

BOND.

Know all men by these presents that we A. B. & C. are held and firmly bound to Her Majesty 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. _____ has entered for exportation the following goods, viz: (here 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 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 _____

within _____ 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. _____ (LS)

B. _____ (LS)

C. _____ (LS)

Signed, sealed and delivered _____

in the presence of _____

31. 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 _____

fully 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 (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, the 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 _____ 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, 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.
9. Name of the vessel or R.R.
10. Amount of Drawback in Certificate.
11. Date when paid.
12. Signature of Receipt.

51. No Drawback shall be allowed, unless the amount of such drawback shall exceed \$40.

W. M. H. LEE.

31-33 Clerk Privy Council.

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

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Second Period. 1845 to 1850.

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"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, contained no new points in particular, with the exception of the following argument, viz:—

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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, Esq., of St. Andrews, Chas. Campbell, Chas. Perley, James McCann, Thos. Pickard, Esq., 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 large amount of stock was thus obtained, greater than in any other 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 completion of the work. W. Wilnot, Esq., acted as the Woodstock Corresponding Secretary.

The meeting of the 25th, at St. Andrews, before mentioned, was 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 not only made at Eastport and Capreol, 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 safely 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 Messrs. 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, or from individuals, to the extent of £300,000, viz, 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 expect 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 May report of 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 refused all 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 shares. Earl Grey had expressed his entire approbation of "wooden railways" to commence with in New Brunswick, guide wheels (Prosser's principle) being used, as also Payne's process for preserving wool. 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 smile now-a-days), that if the trunk line from Halifax to Quebec should be undertaken, 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 laid for nothing, and when worn out so easily replaced.

Sir Hebert Douglas had tended 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 chances 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. Nevile Abdy, James Clay, George Pemberton, Wm. Tinker, Esq., Solicitors, Messrs. Goodwin, Castlidge, Williams and Edwards, Westminster; Messrs. Rooker, Birch and Ingram, 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 plans necessary for efficiently working it is £100,000."

"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 £20 each, of which number 2,500 have been already subscribed for in New Brunswick, and 1500 will be set apart for future allocation to residents in the Province."

"It is proposed to allot the remaining 4000 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.e., 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 a statement. 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 through 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.

Flour & Salted Provisions, 108,000 lbs. at 2-6d per bul.	£12,500
Wool, 20,000 bales, at 2-6d	2,500
British Merchandise, 20,000 bales, at 2-6d	2,500
Passengers, 60 per day for 310 days, 10s each	9,300
	£26,800

TRAFFIC FROM WOODSTOCK TO ST. ANDREWS.

Timber, Deals, Board, &c. equal to 50,000 tons, at 7-6d per ton	£18,750
Agricultural produce, 1,500 tons, at 10s each	9,300
Passengers, 60 per day, for 310 days, at 10s each	9,300
	£37,350

CURRENT EXPENSES.

Deduct expenses of working the Line, Repairs, &c., (say 40 per cent.)	22,540
Net Profit,	£14,810

Being equal to 29 per cent, on a capital of £160,000.

The following letter was attached—

"DOWLING 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 sentiments 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 this construction of the Railway has been confirmed by the Queen in Council.

(Signed) B. HAVES."

[To be continued.]

A BOY'S DESCRIPTION OF A DANCE.

A boy 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 peculiar desire to go. As his parents had no particular objection, he went. But it was not such an hour after as 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 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 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:

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

The answer was, "I have three sons, and they have each five sisters."

"Merry" replied the interrogator, "such a family, ye mean!"

The questioner's sympathy was stronger than his arithmetic.

"Well, wife, I don't see, for my part how they could have more than five wives without tearing them in bits."

"La, me! 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 unicorn? Can't say, as I never saw one.

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

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

Why are ball-boys 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 urban medical man at a lecture, "you are moving me very much."

"No, I am not, neither," said the urban, "I'm gnawing this cane fairly."

"Arrah now, Jamie," said one Emerald to another, as they stood gazing upon the mountain on Boston Common, "sure what is it, that makes the water spilling 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 stame."

VERY SAD.—Miss Mathieson, daughter of the Rev. Dr. Mathieson of Montreal, was drowned while bathing at Carleton Place, Ontario. She was bathing in company with Mr. Campbell who had a narrow escape, both ladies having taken a wrong direction and gone beyond their depth. The 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 enmeshed that his life is despaired of.—Ottawa Times.

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

TELEGRAPH NEWS.

LONDON, Aug. 7.
The Spanish Government has declined to assume the protectorate of San Domingo, which was proffered by one of the political parties in that Republic.

Liverpool, Aug. 7.
Breadstuffs, provisions, and produce markets unchanged.

New York, 7th.
This afternoon gold was excited, and fluctuating with heavy transactions at from 47 1/2 to 48 1/2.

London, Aug. 8th.
The Races at Lyons commenced yesterday.

The De Warrens handicap was won by the Duke of Hamilton's 3 year old chestnut filly, 12 horses started.

A despatch from Constantinople says the Levant Post contains a statement that the Ottomans have sent a request for help to Queen Victoria.

The Right Hon. Stephen Leslie of the Court of Arches is dead.

The Sublime Porte of Turkey has formally proclaimed the eldest son of the Viceroy of Egypt, as the rightful and legitimate successor to the Vice Royal Throne, in the event of the death of Ismail Pasha.

Jeff. Davis appeared on change at Liverpool yesterday and was loudly cheered.

Gold 147.
Collingwood, Aug. 8.

A terrible fire has been raging in the woods back of this place, and in the forest for miles is one mass of flames. Great fears are entertained for the safety of the town. Several farm houses have been destroyed.

London, Aug. 10th.
Her Majesty the Queen of England, arrived at Luzern, Switzerland, on Saturday.

It was a cousin of the celebrated Judge Lindisburgh who died recently. The latter is still in good health.

Paris, Aug. 9th.
Lord Stanley and M. Monnier held a long conference at the Foreign Office here yesterday during which questions involving the present and prospective peace of Europe, were fully discussed.

It is said that Lord Stanley, on behalf of the British Government, expressed a desire for the maintenance of peaceful relations with all the powers on the Continent, and renewed expressions for the continuance of the present friendly relations with the Empire of France.

M. Monnier responded in a like manner, and that while his Imperial Majesty, the Emperor Napoleon, and Her Majesty, the Queen of England, enjoyed the amicable relations existing between the two countries that fact was of itself a guarantee of the future peace of Europe.

Ottawa, Aug. 10th.
The Gazette contains a Proclamation, giving the Queen's assent to the Extradition Act, between Canada and the United States. The Extradition Act is also sanctioned, and a discount of American invoices is authorized at 32 per cent.

Parliament is prorogued until the 19th of September.

Gold 147.
New York, 10th.
Fifty cows have already died in Cairo, Ill., of the disease supposed to have been introduced by Texas cattle. Many farmers, however, do not believe that Texas cattle have anything to do with it.

Mr. Beveridge's instructions to treat with the British Government upon the settlement of the Alabama claims are general and without limitation, and it is confidently expected that within two months after his arrival in England he will have effected an amicable and satisfactory adjustment of these claims.

Death of an Editor.
PORTSMOUTH, Aug. 4.—Charles W. Brewster, Esq., the venerable editor of the Portsmouth Journal, died at the age of 66 years. Deceased had been in the office over fifty years. He was a brother of W. H. Brewster of the Boston Traveller.

London, Aug. 10.
The Paris Standard says of the interview between Lord Stanley and the Marquis de Montebello that the most satisfactory assurances of peace were exchanged, and that the confidence of both Ministers in the future tranquillity of Europe, has been strongly confirmed by the opportunity they thus have had of renewing the good understanding which has sprung up between the Governments of Great Britain and France.

A special despatch from Japan says the new Emperor of France, Marquis, arrived at Yokohama on the 6th of July.

It is reported that the Northern Danes had taken possession of Yulu.

The duty of the Militia was being met with great vigor, and had mustered a large army to meet the rebel forces.

THE NEWSPAPER.—Some one well versed in such matters meets our idea in regard to what a newspaper should be, as follows:—

The newspaper, with short, pungent paragraphs, in which the intelligence that is to be given is boiled down into the fewest possible words is always preferred to one which stretches its articles out into columns of useless adjutives. People who want to find out what is going on, prefer to do it in as short a time as possible, and from a sheet filled with scores of condensed paragraphs they can learn much more than if the same space is devoted to a small number of lengthy articles.

The S. S. Acadia, Capt. Lees, of the Anchor Line, arrived at her wharf last evening, having left Glasgow on the 25th ultimo, and Halifax on the 7th inst., to land goods and passengers, and a considerable quantity of goods for our merchants.

The Editor of the Globe, writing from Portland of the withdrawal of himself and the other Provincialists from the Convention, fully confirms the TELEGRAPH's estimate of the affair. He says: "The Convention is nothing more nor less than a well laid scheme on the part of Mr. Poir and his friends, to create a public opinion in favor of the extension of the Rutland and Burlington Railway to Ogdensburg and thus cut off the Grand Trunk."

All the other matters before the Convention are but auxiliary tactics; and to secure an expression in its favor, Mr. Poir and his coadjutors will vote in favor of a Puget Sound Railway, or in a Railway to the moon for that matter."

ALASKA PAID FOR.—The sum of \$7,200,000 in gold was drawn from the U.S. Treasury on Saturday and paid over for the purchase of Alaska, and Baron Stoeckl has given his receipt therefor. [Star.]

The Standard.

SAINT ANDREWS, AUG. 12, 1868.

THE COURT.—The cause Key vs. Dr. Thomson which was commenced on Tuesday week, is dragging its slow length along; there are yet several witnesses to be examined on the part of the prosecution, and we fear that it will occupy several days, perhaps the whole term of the Court before it goes to the Jury. We may, perhaps, publish some of the witty sayings of the learned counsel on both sides, after the verdict of the Jury is rendered.

We have often read of the benefit of "encouraging home enterprise," but the following extract from one of our American exchanges, is the very best instance we ever heard of, and is worthy the attentive consideration of landed proprietors in this and other sections of the Province. The common practice has hitherto been in many localities, when men came to look up a site for any business, to put up the price of the land beyond its value, and take other advantage, and thereby prevent men of enterprise from commencing branches of business which would prove a benefit to the locality. By pursuing a liberal course, and affording every fair encouragement and assistance, inducements would be offered to men of capital, to build up branches of business, for which the place is adapted.

If some enterprising men of capital, would come here, they would find land sufficient at a low rate, to erect a large hotel and bathing establishments which would be as remunerative as could be desired; or if they desired sites for ship yards, with every facility for bringing the timber direct by rail at a cheap rate, they might search for hundreds of miles and not find so favorable a locality. Or if they required water power to carry on a manufacturing business, they could obtain a most excellent site for the purpose within a short distance of the town, where their wares could be shipped at all seasons without extra charge for transportation. Any or all the above branches of business could be carried on here with profit to the producer and benefit to the Town. The extract which we append is suggestive of what should be done:—

"A few days ago a great man visited Woonsocket, looking for a site on which to locate a paper mill. As soon as his errand was known, the business men of the place, instead of raising their rents and price of lots, at once proposed to furnish him, free of cost, a suitable site and a steam engine to run his machinery. He accepted the proposition, and is making arrangements to erect a mill that will cost about \$35,000. The business men of Woonsocket have understood."

NOVA SCOTIA affairs are the great political enigma at present. All sorts of sensational reports are about with reference to the action of the members of the Legislature now in Session, and some of the rabid papers are down upon the Hon. Mr. Howe for his timely and patriotic letter deprecating the unseemly disposition to rowdiness towards the Canadian Ministers on a visit to Halifax. It is said that the members for Yarmouth have called upon the County militia not to attend drill. But we notice there is a disposition on the part of the more moderate Anti-Union papers to argue the question temperately, and see what can be done towards reconciliation and recognition of the rights of Nova Scotia.

A committee of the Local House and Commons was appointed to confer with the members of the Dominion Government now in Halifax, upon the political condition of the Province. The result of the interview is not yet known, but it is believed that a measure will be submitted by the members of the committee to the Legislature, of a conciliatory nature, and that it is probable the situation will be accepted on fair terms. Of course any concessions made will also be claimed by our own Province.

The Scull Match between Fulton and Ross, of the Paris crew, on the Kunnebecus, on Thursday last, resulted in favor of Fulton—Mr. Potters boat "Undine" is said to be superior to the "Marco Polo" in which Ross rowed.

The Concert and Readings in the Masonic Hall, on Wednesday evening last, in aid of the Rural Cemetery Sewing Society, were well attended. The singing of the Sabbath School children was much admired, as was also the readings from the Poets, by their teacher, the Rev. Mr. Keay. Votes of thanks were unanimously passed to the Rev. Mr. Keay for the pleasant entertainment afforded, and also to the Masonic Body and the owner of the Hall, for the free use of the building. A general desire was expressed that the Rev. gentleman would repeat the entertainment at no distant time. We understand that the receipts after deducting expenses were quite respectable.

New Judges.—It is currently reported, that the Hon. A. R. Wetmore, Attorney General is to be elevated to the Bench shortly. Mr. Wetmore is just the man we should like to see a Judge for several reasons.

The report of the growing crops generally throughout the County is cheering. The frequent wet weather however has retarded haying, but as yet has done no serious injury, further than the delay in housing the crop, which in most cases is an average tone. The grain and root crops promise an abundant yield. New potatoes and peas have been sold in the market for several days past at remunerative prices.

Among the many strangers in town during the week, were Mr. H. H. the Master of Rolls and Mrs. Parker, Colonel and Mrs. Anderson, Dr. Adams of the 22d Regt., and other gentlemen and ladies from Canada and the United States.

REGATTA AND BAZAAR.—The arrangements for the Grand Regatta have been completed, by the energetic Committee; excursions from Woodstock, St. Stephen and other Towns will take place on the 21st inst. A large number of Boats will compete for the prizes, which are as follows:—

4 oared Amateur Racing Gigs. Prize Purse \$25. Entrance fee \$2.00.

Sailing Boats, length of keel 25 feet and not less than 22 feet. 1st prize \$20; 2nd prize \$8. Entrance fee \$1.50.

Sailing Boats, length of keel under 22 feet and not less than 19 feet. 1st prize \$9; 2d prize \$10; 3d prize \$5. Entrance fee \$1.50.

Sailing Boats, length of keel under 19 feet and not less than 17 feet. 1st prize \$15; 2d prize \$7; 3d prize \$4. Entrance fee \$1.00.

Sailing Boats, length of keel under 17 feet and not less than 15 feet. 1st prize \$10; 2d prize \$5; 3d prize \$2.50. Entrance fee 75 cents.

4 oared (working) boats. Prize \$10. Entrance fee \$1.00.

Canoes paddled by Indians \$6, do do Indian \$10.

Competing boats to be entered and measured by Messrs. James Russell and James McLean, St. Andrews, on or before the 20th August.

The Bazaar in aid of the Rural Cemetery will be held the same day in the old Steam Mill, when a great variety of fancy and useful articles will be offered for sale, and a Refreshment Table provided with an abundance of good things to replenish the inner man. The doors will open at 10 o'clock A. M.—Admission 12 cents.

The Catholic Pic Nic at St. George, for the purpose of raising funds to finish their new School House, promises to be a splendid affair. Excursions from St. John, St. Andrews, St. Stephen, Calais and Eastport, with Bands, are to take place on that day, Tuesday 18th inst.—We trust that our friends will have an immense assemblage. All should go, who can.

REMEMBER THE SWISS BELL RINGERS TO-MORROW EVENING, AUG. 18th.—The Rev. Mr. Spurgeon in speaking of the Alleghenians, says:—"The most worthy songsters that have ever visited Britain's shores. Their Singing is worthy of all the commendations so heartily bestowed upon it; and no human tongue could discourse more melodious music than is uttered by the metal tongues of their magical bells."

The troupe will appear at Masonic Hall, on (to-morrow Evening, Aug. 13th, and we are requested to extend an invitation to the clergy of all denominations, who will be admitted as usual on presentation of their names at the door.

RAILWAY TRAINS.—From a notice in this day's paper it will be seen that Trains leave St. Andrews and St. Stephen daily for Richmond; and leave Richmond for St. Stephen and St. Andrews every day.

Another Race Boat arrived here on Monday last, for the St. Andrews Aquatic Club. The boat is reported to be a fast one.

A large Fish was shot last week near Eastport, it was said to be 35 feet long and 7 1/2 broad.

Mrs. Florence, the actress, and a Russian princess were spoolwinding each other on the 4th of July.

ITEMS.

The Way Office Keepers should bear in mind that it is their duty to return all newspapers refused or uncollected direct to the office of publication, and not to the nearest Post Office.

We understand that the Rev. Joseph McLeod, Editor of the Religious Intelligencer, entered upon the duties of Pastor of the Free Baptist Church in Fredericton last Sabbath; having been unanimously called thereto by the Church.—[Farmer.]

A train of twenty three wagons of Mormon seeders has arrived at Cheyenne. They express themselves very much disgusted with the way that they were treated by Brigham.

The Des Moines Register says the grass-hoppers recently ate up a half acre of tobacco for a man near that place, and when the owner went out to look at it, they sat on the fence and squirted tobacco juice in his eyes.

There is talk in England of building a tunnel between Scotland and Ireland, a distance of fourteen and a half miles.

Hamilton, C. W., is in a bad way. It has within a week had a murder, a seduction, a dismissed Chief of Police, a charge of immorality against a judge, and an upheaval of its society generally.

A Chicago newsboy of 15 recently married there a widow of 35, who was half drunk and unable to care for her child, so long as he got a house and lot by the transaction. Besides he knows that divorce is an easy matter in Chicago.

The boys in one of the Fall River Grammar Schools have presented the girls of the same school with a hand one croquet set.

A Saxon officer has invented an improvement on the needle-gun which costs only about seven cents, and which increases its capacity of discharge from eight to thirteen shots per minute.

A South Carolina alligator probably the latest of the "rebel Democracy," ate a promising young black voter the other day.

A Paris eccentric advertised that he was going to a violent temper, and to terribly quarrel some, but that he would settle \$20,000 a year on a young and handsome wife. He received forty-six applications and is now married.

A naturalization treaty has been concluded between the Grand Ducal Government of Hesse and the United States. It is precisely similar to that negotiated with the North German Confederation, except that a protocol is added to explain the doubtful passages.

New York absorbs 20,000 kgs of soda water and 40,000 of large daily.

One of the evils most recently attributed to tobacco is baldness. A California doctor says so.

It is said that the Editor of the Drawer in Harper's Magazine is made up by a woman. So are a great many editor's drawers.

Accounts from the Northwest represent the crops to be in a flourishing condition. Wheat in Chicago the harvest is in progress, and many cases the scarcity of laborers retards the farmers.

Dogsnap.—Hugh McCusker, aged 17, a son of Mr. Joseph McCusker, was drowned in the Morne's stream while bathing last Sunday.—[Courier.]

The house of a Mr. Doyle at Waweg, was struck by lightning last Saturday morning. Mrs. Doyle who was in the cellar at the time was instantly killed, and three of the children were injured.

Canada is not the only place where departmental extravagance prevails. Read the following from a United States paper:—

There are now 41,000 officials required by the executive department alone to execute the duties of Congress whose aggregate salaries amount to over thirty-one million dollars.

The library of the late Sir Archibald Allison, the historian, was lately announced for sale by auction in London.

Mrs. Lincoln will visit Scotland the guest of a Scotch clergyman, her relative.

A Kentucky clergyman, the Rev. Cadwallader Lewis, has declined the honorary degree of Doctor of Laws, on the ground that he knows nothing about law, having found leisure only to qualify himself for preaching the Gospel.

The Royal Commission on the Irish Church establishment have made their report; they recommend the abolition of all the Episcopal Sees and cathedral establishments in Ireland except eighty to be maintained on salaries incomes. They also report in favor of a measure to encourage tenants under the church leases to purchase perpetually, the payment of tithes and rent charges to eventually redeem and regain possession of their lands.

Patent eyeglasses are the latest feminine novelty.

Lord Napier has been presented with the freedom of the city of London and a sword worth two hundred guineas.

Mr. Walters and Mr. Harecourt, proprietor and writer for the London Times, are candidates for the next Parliament.

Bonner is increasing the circulation of his Ledger.

Garibaldi refuses to receive the American visitors who call on him at Caprea.

There is some excitement in this city over a report that large trains of diseased cattle are being taken to put a stop to it.

Gold 147.
[By Telegraph]—Schr. Helen McLeod, Cogswell, ashore at Cape Cod, Spoken, 29th ult., lat. 43.40, long. 70.30, brig, Lizzie Billings, bound N.

Died.
At Fairfield, Parish of Kingsclear, on Sunday, 2nd Aug., after a short illness, Jane H. wife of Henry Bartlett Rainsford, Esq., and second daughter of the late Hon. Thomas Wetmore, Attorney General of New Brunswick.

New Brunswick & Canada Railway and St. Stephen Branch Railway.

SUMMER ARRANGEMENT, 1868.

UP TRAINS will leave St. Stephens for Richmond EVERY DAY at 9:30 A. M., and St. Andrews every day at 8:30 A. M.

DOWN TRAINS will leave Richmond for St. Stephens and St. Andrews every day at 9:30 A. M.

AGENTS.
D. J. SEELY, Water street, St. John; G. W. VANWORT, Woodstock.
HENRY OSBORN,
St. Andrews, Aug. 12, 1868. **MANAGER.**

Pic Nic at St. George
ON TUESDAY, AUG. 18th.

Excursions from St. John, St. Stephen, Calais, St. Andrews, Robbinston, and Eastport, in connection therewith.

Refreshments of all kinds, GAMES, SPORTS AND MUSIC, ON THE GROUNDS, DURING THE DAY.

THE Catholics of St. George intend holding their Annual Pic Nic on the pleasantly situated grounds of Dr. Thomson in the vicinity of the famous "Lake Umbagog," on TUESDAY, the 18th day of August, instant.

This will probably be the LAST Pic Nic of the season, and no effort will be spared to render it attractive.

Valuable Prizes will be offered for competition in the various Games and Sports, viz. Archery, Foot Racing, Hurdle Race, Leaping, Throwing the Hammer, Sack, and Wheelbarrow Races.

The splendid sea-going steamer "Enterprise" will make an EXCURSION from St. John, leaving Pettigill's wharf at 7:30 o'clock A. M. Fare \$1.50. A Brass Band will accompany the steamer.

The steamer "QUEEN," will make an EXCURSION from Calais and St. Stephen, touching at Robbinston and St. Andrews, leaving her wharf in Calais at 8 o'clock A. M., and will be accompanied by the St. Stephen Brass Band. Fare from Calais and St. Stephen, \$1 U. S. currency. From St. Andrews, 50 cents N. E. currency.

The steamer "LYON," will make an EXCURSION from Eastport, leaving her wharf at 6 o'clock A. M. Fare \$1 U. S. currency.

Admission to the Grounds, 25 cents. Should the day prove unfavorable, the Pic Nic will be held on the next fine day.

GEO. W. McSORELY, Committee.
THOS. ORRELL, J. H. McLAUGHLIN, J. E. LYNOTT, J. E. LYNOTT, Secretary to Committee.
St. George, Aug. 12th, 1868.

BAZAAR.

THE LADIES of St. Andrews, connected with the Rural Cemetery Sewing Society, intend holding a Bazaar in the old Steam Mill building, on TUESDAY the 24th day of August, for the purpose of raising funds to pay off the liabilities due on the purchase and improvement of the Cemetery, and also for further improving the grounds.

A variety of Fancy and Useful articles will be offered for sale, and a good Refreshment Table provided to refresh the inner man. Doors open at 10 o'clock in the forenoon. Admission 12 cents. July 29.

MASONIC HALL, SAINT ANDREWS.

The old Alleghenians and Swiss Bell Ringers lately returned from England, are coming! Thursday Evg. Aug. 13.

THE ALLEGHENIANS VOCALISTS
AND
SWISS BELL RINGERS

(Organized in 1846 by J. M. BOULARD.)

HAVING just returned from a six months tour in Europe, (during which time they gave twenty eight successful Concerts in the Great St. James' Hall, London, performed at the Crystal Palace, on the 6th of January, before an audience of eleven thousand three hundred and eighty four persons, also had the distinguished honor of appearing before the Queen and Royal Family at Windsor Castle) would now most respectfully announce their highly Popular Musical Entertainment at 24 above.

The Bells used by the Alleghenians were manufactured in Switzerland, expressly for them during their late visit to Europe.

Admission 25 cents, a few reserved seats for sale at J. S. MCGEE'S store. Commence at 8 o'clock. J. M. BOULARD, D. G. WALDRON, Agents.

G. F. STICKNEY, Watchmaker and Jeweller.

Has received a further supply of Watches, Jewellery, and Electroplated Goods. Britannia Metal, Paper Machie, Wadsworth and Parian Ware, Tea Trays, CUTLERY and HARDWARE.

General Fancy and House Furnishing Goods, Shooting and Fishing Tackle. Stationery, Brushes, Combs, PERPINKERY and Fancy Soaps, Edge and Joiners Tools, Saws, Files, &c.

Pickles and Sauces.

CLOCKS, Watches and Jewellery REPAIRED and cleaned. Old gold and silver bought. Agent for Messrs. Lazarus & Morris celebrated perfected Spectacles.

DENT

CHARLES

Surgeon

ST. JOHN.

MR. MARTER will remain only **Vulcanite RUBBER PLATE** ST.

Artificial Teeth inserted on any of the most skillful eye cannot discern the difference.

ADVICE GIVEN.
P. VULCANITE
A Full Set of Teeth (28 teeth), upper and lower Half Set of Teeth (14 teeth), upper or lower.

A Full Set of Teeth (28 teeth), Half Set of Teeth (14 teeth), **GOLD PLATE.**
Decayed Teeth filled with Gold, Platinum Teeth inserted, all **Rooms at RAILROAD HOTEL.**

GOLDEN

H. CALL AND

Comprising French Merinos, all colors, a great variety of extra musk, sel Bartheles, Cobur,

Irish Poplins from Black Silk Velvets, one case of Dress and Under Clothing, Hosiery and Gloves, Scotch Blankets, American and Irish Goods in white, brown and blue, Towelling, Turbans.

READY MADE
In heavy blue and black Beaver and Pilot Sack and Shooting Coats, newest style, B. Joseph Rodgers & Sons, Lamb and Pocke. All the above goods are offered very cheap.

St. Stephen.

THE STEAM WASHING MACHINE
WASHES THE Dirtiest Clothes
out Rubbing in Thirty Minutes.

MANUFACTURED AND SOLD BY **WM. E. EVERITT & CO.**
130, 132 and 134 Broadway.
PRICE FROM 5 to 10 DOLLARS.

Every Machine guaranteed to give satisfaction. Agent at St. Andrews, July 15th—m29. **JOHN S. MA**

To Cornelius Shea and all whom it concerns.

NOTICE is hereby given, that by virtue of Power of Sale contained in an Indenture Mortgage dated the 24th day of July, in 1 of our Lord, one thousand eight hundred sixty-six, made between Cornelius Shea and Andrew in the County of Charlotte, care of the first part, and the undersigned, Royd, Esq. of the second part, the said Royd, Esq. mortgagee named, will for the purpose of satisfying the money secured by the mortgage, default having been made in the payment thereof, sell the lands and premises the subject of the mortgage, as follows:—

All that certain piece or parcel of land Town Plat of St. Andrews, known as 1 Two, (No. 1) in the Block letter O, in Part in the Town Plat of St. Andrews, and lying Eighty feet by one hundred and six more or less, being the same land conveyed to James Boyd on the 24th day of July, 1868, with all the improvements thereon. The sale will take place at the Lot in the rear of the Court House, in the 3rd St. Andrews, on **Saturday the 29th August**, at 12 o'clock noon. For full particulars apply to James Boyd, Esq., at St. Andrews.

Dated this 28th day of July, 1868. **JAMES BOYD** Mortgagee.

LIGHT HOUSE SUPPLIES

SEALED TENDERS will be received at Branch Office of Marine and Fisheries, Nova Scotia, until the fifth day of next, for the supply in Bond of Gallons of Coal Oil or Refined kerosene.

The igniting point of which shall not be at Temperature than 110° Fahrenheit. To be stored in Safe iron bound Casks of an average capacity each. The Casks to be furnished by the Contractor and the Cost included in the bid. The Oil to be delivered on or before the 1st day of September next, in the Light Stores at Fairbank's Wharf, Halifax, N.S., subject to gauge inspection and test by a person appointed by the Department.

Parties tendering must give their names in full, also the signatures of two responsible persons willing to become sureties for the fulfilment of the Contract.

All Tenders must be sent to H. W. J. Office of Marine and Fisheries, Halifax, Nova Scotia.

The Department will not be bound to the lowest or any Tender.

(Signed) **PETER MITCHELL** Minister of Marine and Fisheries.

Department of Marine and Fisheries, Ottawa, 18th July, 1868.

