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SAINT ANDREWS, NEW BRUNSWICK, JULY 29, 1868.

No 39

Government House, Ottawa.
Thursday, 28th day of May, 1868.

PRESENT:
HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Honorable the Minister of Customs, and under and in virtue of the authority given by the 10th section of the Act passed during the late session of Parliament of Canada, 31 Vic. cap. 44, intitled: "An Act to amend the Act of the present session, intitled: "An Act imposing duties of Customs with the tariff of duties payable under it." His Excellency in Council has been pleased to approve of the following Regulations respecting Drawbacks claimed on the exportation of goods under the said 10th section of the Act above referred to, viz:

REGULATIONS

Governing drawbacks under the 10th sec. 31 Vic. cap. 44, on the exportation of duty paid articles in certain cases.

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

2. To entitle himself to the drawback, the manufacturer shall comply with the following conditions:—
He shall make due entry of the manufacture of the article for exportation, and deliver to the Collector of the Port, where such entry is made, a statement showing the marks and numbers of the packages, the quantity of the manufactured article, the place where manufactured, the quantity of the raw and duty paid materials entering into the composition of the said manufactured article, the date or dates of the importation of such raw material, the number of entry or entries of such raw material, the amount of duty paid on the same, and the Port at which the same was 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.

3. To the foregoing statement, which shall be made out in form prescribed by the Customs Department, the following oath shall be attached and taken by the manufacturer before the Collector, viz:—
I, the manufacturer of the goods hereinbefore mentioned and entered for exportation, do solemnly swear that the foregoing statement is in every particular true.

(Signed) _____
Sworn before me, this _____ day of _____
Collector.

4. 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 therewith, he will require the manufacturer to execute the following Bond:

BOND.
Know all men by these presents that we A. B. & C. do solemnly swear that the sum of (a) _____ Dollars, the sum of _____ Dollars, for the payment of which our Surety, jointly and severally, finally by these presents, sealed with our seals and dated this _____ day of _____ in the year of Our _____

Whereas the above bonden A. B. & C. has entered for exportation the following goods, viz: (they 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 laden on the _____ in _____ or at some other Port or place, without the limits of Canada, and the certificate and other proofs of such lading and the delivery of the same, at such place, shall be produced at this office within _____ months from the date thereof, and shall not, after being taken for exportation as aforesaid, be laden or re-laden within the limits of this Province, (unavoidable accidents excepted), then the above obligation to be void and of no effect, otherwise to remain in full force and virtue.

5. 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:

CEIFICATE.
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 _____ 1868, shipped or laden (if by water, state the name of the Ship and Master, and where bound—if by Railroad, the name of the Line and the destination)—he, the said _____ or his Assignee, thirty days after the production at this Office of a duly authenticated copy of the Entry inwards of the said goods, at the port or place of destination aforesaid, or at some other Foreign Port or place, and upon the said _____ or his Assignee, making oath on the face of such Foreign Entry, of the identity of the goods so entered at the Foreign Port or Place, with the goods so entered

for exportation, shall be entitled to the sum of _____ dollars, being the amount of drawback allowed by law upon the exportation of the said goods.

Given at the Custom House, Port of _____ this _____ day of _____
Collector,

(a) The full value of the goods exported. 50. Such Certificates shall be numbered in a consecutive series, at the Ports where they are respectively issued, and before the delivery of the Certificate to the Exporter issuing, shall be recorded in a book to be called the Drawback Certificate Book, 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 Nos. of packages.
5. Contents.
6. Date of Entry for exportation.
7. When shipped.
8. Where to.
9. Name of the vessel or R. R.
10. Amount of Drawback in C. Dollars.
11. Date when paid.
12. Signature of Reipient.

60. No Drawback shall be allowed, unless the amount of such drawback shall not exceed \$250.

WM. H. LEE,
Clerk Privy Council.

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

BY W. M. BUCK, C. E.

First Period. 1835 to 1843.

[CONTINUED.]

The following is a copy of the letter from Lord Gosford to Sir Archibald Campbell, relative to Capt. Yule's leave of absence:—
CASTLE ST. LOUIS, Dec. 26, 1836.

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

Capt. Yule having arrived at St. Andrews, notified the Committee, Feb. 4, 1837, that he would be ready to meet them at any convenient period, to enter upon the business of the Railway survey.

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

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

UPPER CANADA GOVERNMENT HOUSE,
Toronto, March 10, 1837.
"GENTLEMEN.—I am commanded by His Excellency the Lieut. Governor to acknowledge the receipt of your communication of the 15th ult. His Excellency conceives that the public support he is now giving in this Province to various measures for facilitating the intercourse of the inhabitants of the North American Provinces will sufficiently testify the interest he must feel in the successful construction of the railroad from St. Andrews in New Brunswick to Quebec."

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

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

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

Downing Street, 2d July, 1837.
"Sir,—In answer to your letter of the 30th ult. I am directed by Lord Glenelg to inform you that he has had the honor of laying at foot of the throne the petition to His Majesty from the St. Andrews and Quebec Railroad Association and Her Majesty was pleased to receive this petition very graciously.

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

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

GOVERNMENT HOUSE, FRENCH,
June 24th, 1837.
"Sir,—I have received the commands of His Majesty's (?) Government in consequence of a representation from that of the United States peremptorily to prohibit any further proceedings on the part of the Association for the construction of a railroad between Saint Andrews and Quebec within the limits of the territory in dispute between England and United States situated betwixt the acknowledged limits of the Province and the North East Frontier of the State of Maine, until the points in dispute shall have been finally settled and determined betwixt the two Governments, or until further instructions may be conveyed to the Association upon the subj. et. I request you to lose no time in conveying the contents of this communication to the knowledge of the members of the Association or of the Committee of Management, and in acknowledging its receipt."

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

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

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

1. Are all parts of the Province in favor of the contemplated railroad?
2. Does the line explored by Captain Yule run through the disputed territory, and to what extent?
3. Has Capt. Yule surveyed the whole extent?
4. What is the object of your present visit?

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

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

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

During the month of August, 1838, the Association endeavored to revive the project by presenting to the Governor General of Canada, through Sir John Harvey, Lieut. Governor of New Brunswick, a statement of the position of their affairs. The Lieut. Governor replied to the Committee, through his private secretary, to the effect that he was duly impressed with the great importance and advantages to these Provinces of the projected railroad from Quebec to St. Andrews, and fully concurred in the propriety of inviting the attention of the Governor General to that for the advancement of which the Governor General's powerful aid would no doubt be required; but he regretted that he could not agree with the opinion of the Committee that it was then a proper moment for renewing the question with the Government of the United States; nevertheless, on such a point the Governor General would be the best judge.

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

(End of Part First.)
St. Andrews, Nov. 30, 1867.

SECOND PERIOD. 1845 to 1850.

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

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

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

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

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

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

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

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

Matters were now reaching an important crisis with the Association, as the ventilation of their proposed railway scheme produced as opposition by the failure of other proposed off-lying routes for a similar connection and created for a while a sensational panic among the projectors of the parent line.

Whereupon a public meeting was to be held in the Town Hall at St. Andrews, to which Hon. Capt. Owen, R. N., Capt. J. Robinson, R. N., Jas. Brown, Esq., M. P. P., Jas. Boyd, Esq., M. P. P., Geo. S. Hill, Esq., M. P. P., Robt. Thompson, Esq., M. P. P., (Charlotte County members) were invited to attend. Hon. Capt. Owen, R. N., president, and explained the object for which the meeting had been convened, and submitted his views on the subject.

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

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

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

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

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

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

Too Big a Boo.

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

"Skiffish," cried the owner, "that ere critter is as steady going as a clock. She never sties, nor nobbin'."

"I'll try what," proposed Grandpa Jones, "I'll just jump on her back and trot her round that ere corner yard, and you, Simie," turning to a keen-eyed grandson—"you go hide there, and when I go, you just jump and say boo."

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

"Boo!" shrieked Simie, with a hoop that would have immortalized a Pawnee Indian as

A NEW ENGLAND SETTLEMENT IN NEW JERSEY.
THE HAMMONTON TRACT OF LAND IN NEW JERSEY.
The following is a list of the names of the persons who have been granted licenses to sell and dispose of the land in the tract of land in New Jersey, known as the Hammonton Tract, which was purchased by the State of New Jersey, in the year 1850, and is now being sold in lots of five acres each, for the purpose of settling the poor of the State.

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the same time throwing both arms high above his head, as he sprang out upon the unsuspecting animal.

Away went the horse, pitching Grandpa Jones over his head into a mud puddle, from whence he slowly emerged, blowing and rubbing his sides with indignant gravity.

"Ah, Sim, Sim," said he, "that was most too big a fool for such a little horse."

Staid and the pony very well represent a class of gamblers who breed every thing. Their loss is too large for the occasion, and mischief comes of it. "See," they shout "what great things I can do," and call universal attention to their failures.

TELEGRAPH NEWS.

Lieut.-Governor Wilnot Sworn in.

FREDERICTON, July 23.

Judge Wilnot was sworn in at 2 o'clock. He was received by Lieutenant Governor Handing and suite. A Guard of Honor of H. M. 22nd Regiment was in a band, and a Royal Salute was fired by the Artillery.

There was a large concourse of Citizens, Members of the Bench and Bar, Executive Members in the City, the Mayor and Corporation, and a number of Ladies in the Council Chamber.

The Commission was read by Mr. Stratton Clerk to the Executive. The office of office was administered by Judge Allan, and the Commission was then read.

The Mayor and Corporation presented a congratulatory Address recognizing in His Excellency's appointment reward for eminent services, embracing a period of nearly forty years.

His Excellency made a brilliant reply, congratulating himself and the people of this Province that the day had arrived when a son of New Brunswick might aspire to so high a dignity. He spoke in glowing terms of the future of the Dominion, and trusted New Brunswick would remain true to her all honorable aspirations.

Certain aristocrats, so styled, were offended by the absence from the ceremony. Nevertheless everything passed off with great eclat.

The appointment gives general satisfaction in this City and County.

LONDON, 21st.

A despatch from Shanghai reports that the crew of the American vessel Gen. Sherman, which was wrecked in the Chinese waters, have been beleaguered by the natives where they landed.

The great annual Volunteer Review takes place on Saturday on Wandsworth Common. As in former years the day will be observed in this City as a holiday. The Stock Exchange will be closed, and business generally to be suspended.

Reports of the harvest in all parts of the country show the yield of grain crops to be quite equal to the annual average.

PARIS, 23rd.

The proprietor of this national, a weekly journal, published in London, has just been tried before one of the Courts of this City for libel and sentenced to pay a fine of three thousand francs, and to four months imprisonment.

New York, 24.

Congress has voted to take a recess from Monday next till September 21st.

Gold closed at 143.

London, July 27.

A report has been received by the Government that the British gunboat Pandora, of the African Squadron, had landed some men at one of the Portuguese Colonial Stations, on the Coast of Guinea, and taken possession of the place by force of arms.

The Portuguese Government have despatched two men of war from the Tagus to secure the author of the outrage.

Lord Cranworth, the eminent Liberal Peer, who was twice Lord Chancellor, died at New York, July 28.

APPOINTMENTS.—The following is from the Canada Gazette of the 18th inst.:

Department of the Secretary of State for Canada, Ottawa, 14th July, 1868.

His Excellency the Governor of Canada, has been pleased to make the following appointments, viz.:

The Honorable William Pearce Howland, C. B., to be Lieutenant Governor of the Province of Ontario.

The Honorable Lemuel Allen Wilnot, to be Lieutenant Governor of the Province of New Brunswick.

His Excellency the Governor General of Canada has also been pleased to make the following appointments, viz.:

The Honorable Lemuel Allen Wilnot, Lieutenant Governor of the Province of New Brunswick, to be Deputy Governor for the signing of marriage licenses in the said Province of New Brunswick.

LAUNCH.—There was launched on Saturday afternoon last, from the building yard of Hon. Mr. Mitchell, a superior looking ship called the "Lady Curzon," measuring 917 tons, O. M., 825 tons, N. M. This fine vessel was built under the inspection of S. Lapthorne, Esq., Lloyd's Surveyor. She was designed by Mr. E. Pearson, and built by Mr. T. Daley, and is considered a most substantial and well finished vessel. The figure head, which is the work of Mr. Wm. Allan, of Chatham, is beautifully carved, and is said to bear a wonderful resemblance to the distinguished Lady after whom the vessel is named, and for whom, as the ship moved gracefully and majestically to her future element, the hearty cheers were given.

The death is announced of the French African traveller, Lieutenant Le Saint, in explor-

ing the country about the White Nile. He had already overcome many difficulties, and reached Abou Kouka, within some sixty leagues north of Gondokoro, where he fell a victim, at the age of thirty five, to the insalubrity of the climate.

Business absence from Town prevented the regular issue of the Standard last week. We make this explanation as the "Extra" may not have been received by all our subscribers.

The Standard.

—SAINT ANDREWS, JULY 29, 1868.

OUR NEW GOVERNOR.—From telegraphic advices we learn that the Hon. Lemuel Allen Wilnot, was sworn in Lieutenant Governor of New Brunswick, on Thursday last, 23rd inst. His appointment to the highest office in the Province, is a well merited tribute to his abilities and services, and we heartily congratulate him, on his accession to office. His Excellency we have much pleasure to add is a native of the Province, and his appointment as Governor, proves that the highest position in the land may be attained by any of our own people (as our new Governor undoubtedly does) the necessary qualifications for so distinguished a position. We believe that the appointment will be productive of great benefit to the Province, and will be hailed by all true patriots as one that will give entire satisfaction. Thank fortune the avenues to preferment are open to the aspiring youth of our Province, who have heretofore been kept in the background. His Excellency's career is so well and favorably known, that it is only necessary to add that from his first entrance in public life to the present, it has been a success.

His Excellency's appointment leaves a vacancy on the Bench, which it is said will be filled by the Hon. Mr. Fisher, who stands well with the people. His elevation to the Bench was due to him many years ago.

During our absence last week, we visited some of the Provincial Institutions and Public Offices, and beg to tender our acknowledgments to the gentlemen who preside over them for their uniform courtesy in extending every information in connection with their management. Through the kindness of Robert Craik-shank, Esq., Secretary and Treasurer, (a gentleman who by the way is hard worked and receives but a moderate salary) we visited the Provincial Penitentiary, and were shown through the various departments by the attentive Superintendent, Mr. Quinlan. All departments are conducted with great regularity and care, and from the amount of articles on hand, we concluded, must in some measure be self sustaining. Everything is kept in the most orderly manner, and betokens a strict attention to duty on the part of the Secretary and his subordinates. The office of the Emigration Officer, Robert Shives, Esq., contains all the information required by emigrants, and every facility is afforded by the Agent to obtain land or employment for them. The Light House Department under the management of the local officer, G. W. Smith, Esq., merits a like commendation.

NOVA SCOTIA.—The Legislature is summoned to meet in a few days, 6th August, and much depends on the action of that body; whether they will act for the benefit of the Province, as a part of the Dominion or whether they will precipitate a state of things which will result in the resignation of the local Government and a dissolution of the House of Assembly, it is impossible to say; but for the credit and prosperity of that loyal province, it is to be hoped that wise counsels will prevail.

The eyes of the Dominion are turned towards that Province, hopefully, for a statesman of Mr. Howe's ability, and who possesses the confidence of the people, will, it is believed, use his great powers and influence to restrain any impetuous act on the part of the Legislature, which would lead to unpleasant results. It was most unwise and unfortunate, that the question of Union had not been submitted to the people at the polls, as it was in this Province; for we believe that had it been, and proper information disseminated, it would have been carried, if not at the first at all events at every election. For the returns show that even at the last election, the majority against Confederation was not as great as the repeal journals would lead us to suppose.

It is believed, that Dr. Tupper has brought out important documents from the Imperial Government to the Government of Canada, which may throw oil upon the troubled waters. Great allowance should be made for the ebullitions of feeling manifested by the Repealers. No epithet appears to them too harsh to apply to the Doctor; and his unpopularity may be judged, (if we can rely upon the report of a former resident of this place), who says that "the Minister of Customs was serenaded by a

band one evening recently, while in Nova Scotia, and that the Doctor was not so agreeably recognised in the same place."

The Hon. Mr. Tilley has written a second letter to the "Morning News," which appears in that journal of Monday last, occupying upwards of two columns, explanatory of the first and fully sustains his positions by facts and figures. We have only space to day, to copy the following extracts, which speak for themselves. In reply to those who say:—

"It is not sufficient that Mr. Tilley shows that the Revenue collected in 1867-8, was less than the average of the two years, preceding, in order to prove that taxation was diminished." "The true test is the per centage collected upon the value of the imports."

Mr. Tilley dissents from this proposition and says:—

"In order, however, to prove my case even upon the terms stated by my opponents, I requested the officers in the Customs Department to make up a statement of the value of goods entered at St. John for home consumption in May and June, 1867, and the duties paid thereon, and a like statement for the same months in 1868. It should be borne in mind that the first Dominion Tariff passed in December last, and was amended in April, 1868. The duties, therefore, that were collected in 1867 were under the provision of the New Brunswick tariff; those in 1868, of the Dominion Tariff.

The returns handed me are as follows:—

Dutiable goods entered May and June, 1867, value,	\$931,893
Free goods entered same months, value,	338,288
Total,	\$1,270,181
Duty collected \$189,653, or a fraction under 15 per cent of the total value;	
Dutiable goods entered May and June, 1868, value,	\$619,009
Free goods entered May and June, value,	362,489
Total,	\$981,498
Duty collected \$168,348, or a fraction over 12 1/2 per cent of the total value—nearly 2 1/2 per cent less than was collected on the value entered in 1867. Taking the proposition of the objectors themselves as the proper means of deciding the question, the verdict is against them."	

In concluding his letter he says:—"The returns of Revenue collected throughout the Dominion from Customs, Excise, Stamps, &c., for eleven months, indicate that the receipts of the year will meet all current expenses."

John Harley, Esq., Lighthouse Inspector, visited the Harbor in this County within a few days. In addition to inspecting the other light houses in the Bay of Fundy, he also examined Head Harbor and St. Andrews Light, which are now in good working order. He has also recommended the building forthwith of the Block at the Eastern ballast ground which Mr. Geo. Gilley has contracted to erect, and we learn the Block on the Western ballast ground will be erected next year.

The Premier of Canada, Sir J. A. Macdonald, is expected in St. John on Thursday.

REGATTA.—Arrangements are in progress for a Regatta on a grand scale during next month, and from the energy of its promoters, it will be one of the best ever held in St. Andrews. Timely notice will be given and particulars published. We heartily wish the undertaking success.

Complaint has been made by Capt. Hunt, that the fog bell, at West Quoddy, is rung very irregularly. He says that in a thick fog on Sunday last the bell rang at 6 a. m. and ceased until 7 in the evening, when it was quite clear.

Mr. KENNEDY'S CONCERTS, we beg to remind our readers, are to take place to-morrow and Friday evenings. Everywhere he has sung, he has had full houses and fashionable audiences, and we may add, has given entire satisfaction. We trust that the people of this community will give him full houses.

So many reports have been published with reference to the Intercolonial Railway, that it is useless to speculate further upon the subject. We adhere to our statement published a few weeks ago, "the Imperial Government have decided the matter." Will that do.

The least which has been so excessive in other parts of the Province, was not felt here to any extent, it was not uncomfortably warm. Visitors speak in high terms of the salubrity of this place. It is a fact that the Doctor's have "nothing to do."

STEWART'S LITERARY QUARTERLY for July has been received, and maintains its well earned reputation for literary ability. In justice to its youthful conductor, we correct an unintentional error in noticing the previous numbers;—every article is original and written expressly for his Quarterly, and we much regret having stated its contents were "original and selected." Such a mistake shows a carelessness on our part, which to say the least

is annoying, but we trust our young friend will be satisfied with our "amend honorable." The present number contains eighteen original articles,—the sketch of the lamented D'Arcy McGee is an interesting paper, as indeed are all the others. The terms 40 cents per annum, are 50 per cent, as to place the Magazine within the reach of all who desire to encourage native literary merit.

THE "CANADIAN" for July is an excellent number, and maintains the high character for literary ability, and discussions on important topics, which this journal has so justly won. From the proprietor's observations, we are pleased to learn, that his enterprise in starting the "Canadian" has been successful, and that he intends improving his already ably conducted journal.

DEMOREST'S YOUNG AMERICA.—The advance number of this charming Childs Magazine for August has reached us, and is filled with useful and instructive information for children. The price is only \$1 50 U. S. currency. Published by W. J. Demorest, 473 Broadway, New York.

Sporting Intelligence.

To the Editor of the Standard.

Sir,—The annual meeting of the St. Andrews Club, took place on the 20th inst., when a committee was appointed for the ensuing season.

It was decided that three gifts should be contested for on the 21st, 22nd and 23rd, provided that not less than six horses were entered. The winner of the first purse not to run for the second &c. The following entries were made:—

Gen. Sweeney, W. Leonard, Dandy Jim, J. Seddon, Flora, R. Builings, Pat Maloy, M. H. John, Duke Newcastle, M. Cummings, Peter Simple, T. Starr, Philip a Hallough, A. Friar, Gipsy Lass, J. Ross.

First Day—Duke Newcastle, 1st Prize. Second do—Dandy Jim, 2nd do. Third do—Pat Maloy, 3rd do.

The races were well contested for the prizes, and afforded considerable amusement to the community.

Yours, EQUESTRIAN.

A splendid new locomotive, named the "Robert Jardine," just turned out by Messrs Fleming & Humbert, for the Shoddie Railway, was run out to Rochay on a trial trip this morning, and gave every satisfaction. This is the heaviest engine yet put upon the road.

—Globe.

Professor Goldwin Smith has accepted the position of Professor of English and General Constitutional History at Cornell University, Ithaca, N. Y.

A cargo of iron, amounting to three thousand bushels, said to be the largest ever shipped from that port, left Chicago for Buffalo last week.

THE POPE'S TROUBLE with an ulcer on one of his legs. Should he use the celebrated Grace's Salve he would no doubt receive great relief, as for sores, bruises, sprains, and the like, it has no equal.

MARRIED.

At Boston, on the 15th inst., by the Rev. L. A. Grimes, Mr. David Johnston, of St. John, to Miss Sarah A. Alexander, of St. Andrews.

At Trinity Church, on Tuesday, the 28th inst., by the Rev. Wm. H. DeVeber, Rector of St. Paul's, the Rev. Wm. Henry Street, of Andover, to Lucy Hepper, youngest daughter of the late Capt. T. W. French, of the 47th Regiment.

Ship News.

PORT OF ST. ANDREWS ARRIVED.

- July 13, Schr. Harriett, Britt, Boston, Meal & flour, Master.
- Delta, Cook, Red Beach, plaster, C. R. Goodnow.
- 16 Matilda, Stinson, St. Stephen, Meal &c. J. R. Bradford and others.
- 17 Julia Clinch, Maloney, New York, Flour & Meal, C. R. Goodnow.
- 18, Emma Pemberton, Britt, Portland Flour J. Ross.
- Daisy, Sheehan, Portland, ballast.
- 20, Helen McLeod, Cogwell, Boston, ballast Master.
- 27 Elizabeth Bowling, New York, Flour J. R. Bradford.
- 28 Harrie, Hunt, Portland ballast J. Treadwell.

CLEARED.

- July 18, Schr. Harriett, Britt, Bangor, 1087 Sleepers, R. Robinson.
- 22 Daisy, Sheehan, Portland, 1800 sleepers R. Ross.
- Emma Pemberton, Britt, Portland, 2400 Sleepers, R. Ross.
- 23 Dreadnought, Lord, Calais, Shingles, Goodnow.
- 24 Victory, Sprange, St. Stephen, Bricks.

THE STEAM WASHING MACHINE.

WASHES the Dirtiest Clothes without Rubbing in Thirty Minutes.

MANUFACTURED AND SOLD BY WM. E. EVERITT & CO., 130, 133 and 134 BRUSSELS STREET. PRICE FROM 5 TO 10 DOLLARS. Every Machine guaranteed to give satisfaction. Agent at St. Andrews, July 15,—run 29. JOHN S. MAGEE.

CONCERT & READINGS.

THE SABBATH SCHOLARS of the Presbyterian Church of St. Andrews, will give (D. V.) a CONCERT of their Hymns, in the MASONIC HALL, on the Evening of WEDNESDAY, Aug. 6th. Readings from Poetic Writings will also be given at intervals during the evening by Rev. T. Keny, A. M.

The proceeds will be in aid of the funds of the St. Andrews Ladies Rural Cemetery Sewing Society.

Concert to commence at 8 o'clock. Tickets 10 cents. July 29.

BAZAAR.

THE LADIES of St. Andrews, connected with the Rural Cemetery Sewing Society, intend holding a Bazaar in the old Steam Mill building, on FRIDAY the 21st day of AUGUST, for the purpose of raising funds to pay off the B. abilities due on the purchase and improvement of the Cemetery, and also for further improving the grounds.

Contributions towards this laudable undertaking, are respectfully solicited from those who feel an interest in its success; and will be graciously received by its promoters.

The following ladies have been appointed a committee to receive all such contributions.

MRS. BESS GIBBY, MISS J. WITLOCK.

LIGHT HOUSE SUPPLIES.

SEALED TENDERS will be received at the Branch Office of Marine and Fisheries, Halifax, Nova Scotia, until the 5th day of August next, for the supply in Bond of Gallons of Coal Oil or Refined Petroleum.

The igniting point of which shall not be at a lower temperature than 110° Fahrenheit. To be delivered in safe iron bound Casks of an average of forty gallons each. The Casks to be furnished by the Contractor and the Cost included in the price of the Oil. The Oil to be delivered on or before the 15th day of September next, in the Light House Stores at Fairbank's Wharf, Halifax, N. S., subject to gauge inspection and test by a person appointed by the B. partment.

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

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

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

(Signed) PETER MITCHELL, Minister of Marine & Fisheries, Department of Marine and Fisheries, Ottawa, 18th July, 1868. July 29—31

To Cornelius Shea and all whom it may concern.

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

All that certain piece or parcel of land in the Town of St. Andrews, known as Lot No. Two, (No. 2) in the Block Letter O, in Part's Division in the Town of St. Andrews, measuring Eighty feet by one hundred and sixty feet, more or less, being the same land conveyed by the said James Boyd on the 24th day of July, 1866, with all the improvements thereon.

The sale will take place at the Lot described, in the area of the Court House, in the Town of St. Andrews, on Saturday the 29th day of August, at 12 o'clock noon. For further particulars apply to James Boyd, Esq., at St. Andrews.

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

HARVEY & ALMOND, Importers of Marble, AND MANUFACTURERS OF MONUMENTS, Tomb Tables, Grave Stones, &c., Centre, Pier Tables and Mantels. Free-stone and Granite Cutting executed in all its branches.

Union Street, St. Stephen, and opposite Caldwell's Hotel, Woodstock, N.B. Orders filled at the shortest notice and cheapest possible rates. Patronage respectfully solicited and satisfaction guaranteed.

July 8 6m

Government House, Ottawa, Friday, 28th day of June, 1868. PRESENT: HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Hon. the Minister of Customs, and under and in virtue of the authority conferred by the Act passed during the recent session of the Parliament of Canada, 21, Vic. Cap. 6, intitled "An Act respecting the Customs," His Excellency in Council has been pleased to make the following Regulation:—

In addition to the Warehousing Ports mentioned in the Act passed during the recent session of the Parliament of Canada, intitled "An Act respecting the Customs," and also in addition to the Ports named in the Lists sanctioned by subsequent Orders of His Excellency in Council, passed under the authority of the said Act, the undermentioned Port shall be, and it is hereby included in the List of Warehousing Ports in the Dominion of Canada, viz.:

Province of Nova Scotia, The Port of Lunenburg.

W. H. LEE, Clerk Privy Council, July 15

TO BE SOLD: The 1st day of August, in front of the store for the payment of the McColl, of 3 in consequence of Estate of the decedent of a Licence obtained for the said Count mised, viz.:

- A lot of Land George, on the Upper Falls, side of the River, the Town of St. George, an acre, McColl by Thom Terms at day 29th July

4

FISHER, St. John, THE undersigned, Master of the Fishing Vessels, to proceed year 1868 in the vessels, or Dollars per ton, at the following prices:—The Customs Officers at Grand Fishery Office; June 23, 31

G. F. Watchman Has received Jewellery, and Britannia Metal, Parian CUTLERY, General Fancy; Shooting; Sta Brushes, Combs, Edge and Jo; Clocks, Watches and cleaned. Agent for Messrs Geneva, W

Ex the Choice No 65 Hhds } 40 qr. Casks } 20 Hhds } 25 qr. Casks } 300 Cases } 2 Hhds } 6 qr. Casks } 20 Cases } 6 qr. Casks } 30 Cases (15 } 3 Hhds } 20 qr. Casks } 20 Cases Guine } 4 Hhds } 1 Hhd old Mal } 1 Hhd } 6 Cases } 20 Bbls. Refid. C } 100 Cases best } 3 Hhds Allsopp } 10 Cases Guinn } 20 Boxes Wood } St. Andrews, J

Postoffice THE THE IRISH building and bedrooms w building. Wood has been newly a Hotel. There is a lar trees. For te April 8th, 186 WINE. G

Ex "For 1 Hhd superior 1 do 2 qr. Casks 1 Hhd Malaga 2 do Gings July 8.

Original issues in Poor Condition Best copy available

