

# The St. Andrews Standard.

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No 35

**GOVERNMENT HOUSE, OTTAWA,**  
Tuesday, 25th day of July, 1868.  
PRESENT:  
His Excellency the Governor General  
in Council.

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

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

### COASTING REGULATIONS.

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

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

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

4. The master of any such vessel or boat shall produce his License and Cargo Book to any Officer of Customs, whenever the same shall be demanded, and answer all questions put to him, and sign the account on the cargo book which may be demanded; and if the Cargo Book shall not be kept in the manner hereby required, and the particulars of all goods laden and unloaded, duly noted therein, the Cargo and vessel shall be forfeited, and the master shall incur the penalty of \$100.

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

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

Port of Origin.	Port of Destination.
Name of Vessel.	Register Tonnage.
Master's name.	Whether bound.
Port of Registry.	

Foreign Goods.

Warehoused Goods removed under Bond.

Goods liable to duty of Excise.

Do. removed under Bond.

Sundry other Goods Produce of Canada, &c.

(Signed) \_\_\_\_\_  
Master.

Cleared the day of \_\_\_\_\_ 1868  
(Signed) \_\_\_\_\_  
Collector of Customs for the Port of \_\_\_\_\_

6. Within twenty-four hours after the arrival of any coasting vessel or boat at the Port of discharge, which requires transire as above described, and before any goods shall be unloaded, the transire with the name of the place or wharf where the landing is to be discharged, noted thereon, shall be delivered to the collector, who shall note thereon the date of the delivery; and if any of the goods

on board such coasting vessel or boat shall be subject to any customs duty the same shall not be unladen until the entry has been made at the Custom House and a warrant granted for the landing there; and if any of the goods on board such vessel or boat be subject to any duty of excise or Internal Revenue the same shall not be unladen, without the authority or permission of the proper officer of excise; but no entry shall be required at the Custom House for any goods brought coastwise, the produce of Canada or goods on which the duties whether of Customs or Excise have already been paid or which are duty free.

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

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

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

10. If any goods are unshipped from any Vessel or Boat arriving coastwise or unshipped or water-borne to be shipped to be carried coastwise on Sundays or Holidays, or unless in the presence or with the authority of the proper Officer of Customs, or not at such times, any place as shall be appointed and approved by him for that purpose; the same shall be forfeited and the Master of the Vessel or Boat shall forfeit the sum of \$100.

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

12. No Fishing Boat or Boat used in Ferrying under 15 tons burden shall except by Special License or Permission, carry any goods from a Foreign Country which are liable to duty under any Act of Customs, or not at such times as shall be appointed for the sale of some passengers thereon on board.

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

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

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

(Signed) \_\_\_\_\_  
[S. L. TILLEY,  
Minister of Customs.

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

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

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

BY W. M. BECK, C. E.  
Third Period. 1850 to 1860.  
[CONTINUED.]

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

On the 7th February the Company again advertised for tenders for the grubbing, grading, masonry and culvert work of 26 miles of the road from St. Andrews to the N. W. Branch of Digby-gash river, in sections, or for the whole length; these were ten bids, and the tender of Messrs. John G. Myers, Lawrence Myers & Bros., was accepted; the schedule of prices set forth—Bridge Masonry at \$4 75 per cubic yard; Culvert masonry \$2 per cubic yard; earth excavations 26 cents per cubic yard, and rock excavation \$1 26 per cubic yard. They also proposed to build 40 miles of the road commencing at St. Andrews and using the same weight of rail, furnish their own engine, and all material, and be at the whole expense of grading, and putting the road in running order for the sum of eighteen thousand five hundred dollars per mile, and if their proposal was accepted they would take \$75,000 stock.

[On the 4th April Alexander Light, C. E., joined the Chief Engineer Staff.]  
The Directors had decided upon the following mode of payments for the contracts in the first 26 miles. One fourth to be paid when half the work was completed, and accepted by Chief Engineer. One fourth when three-fourths were completed and accepted; and the balance on the full completion of the work; half of this balance to be taken in stock.

Messrs. Myers contract with the company was signed and sealed on the 15th of April for the grading of the first ten miles from St. Andrews, which, so far as the line had been located, proved to be the most expensive section. The financial position of the Company on the 1st of May stood thus—

Total amount of receipts, including those from England,	\$9506 11 4
Total amount of expenditure, preliminary, construction, sundries,	8494 6 1

Balance in hand, \$1012 5 1  
During this month the Messrs. Myers, Contractors, arrived from Portland State of Maine with the greater part of their "Plant" and made active preparations for a commencement. The surveys had reached to Howard Settlement (65 miles) and three of the engineering staff were dismissed. Mr. Light remained an assistant on the 10 mile section.

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

It will be remembered that the Messrs. Myers had made a previous offer for the whole work on the first forty miles of the road, at the rate of eight thousand five hundred dollars per mile, consequently they reduced this amount eight thousand five hundred dollars per mile in view of getting upward of 40 additional

miles to build, and the Company providing the iron superstructure. The surveys however been commenced at the Woodstock end of the road, from "Richmond Corner," situated about six miles to the westward of the town of Woodstock on the high road to Houlton in State of Maine, and from thence continued to the Howard Settlement connecting with the previous survey to that place—Mr. Fielding Neale joined this party and superintended the location of the line conducted by Mr. Fo-dick.

The Consulting Engineer furnished the Board with the following estimate of the Iron and Rolling Stock, assuming 60 lbs. per yard for rails, on a total distance of 26 miles—

4000 tons Iron Rails, &c., delivered at St. Andrews,	\$120,000
2 Locomotives of equal size as the one already bought,	10,000
2 Passenger Cars,	3,000
20 Heavy Good Cars,	8,000
20 Fine do do	10,000
2 Turn Tables,	3,000
4 Water Pumps,	2,000
Station and Engine House at St. Andrews	4,000
Station at Woodstock,	3,000
Intermediate Sheds at stopping places,	2,000
Fencing in all,	16,000

Average per mile for 80 miles, \$180,000  
Messrs. Myers proposal for grading and construction, \$12,250  
Cost per mile, \$192,250  
In sterling, say \$2,450

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

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

The resolution of the Board passed 17th November 1847 appointing the President as Manager was concluded, and the business of the Board was continued next day, when a letter was submitted from the Messrs. Myers, Contractors, requesting an advance of \$2000; The Secretary was ordered to state in reply that the Directors did not feel justified in complying therewith, the contractors having already overdrawn their account to the amount of \$800.

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

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

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

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

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

Total Expenditure, £22,447 4 0  
do Receipts, chiefly England, 19,321 15 0

Balance against Company £3,125 15 9  
On March 11, 1851, the Larque "Avon" from New-Port arrived with a Locomotive and Tender and the first cargo of rails. The Locomotive was named "The Pioneer."

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

During the month of April the second cargo of rails arrived in the ship "Ansdale" which through stress of weather had been put back twice to Cork and once to Halifax. The annual general meeting of the stock holders was held at the Town Hall, St. Andrews, on the 6th May, at which the President read a statement of the proceedings and finances of the Company. The actual expenditure by the Board to this period had been £35,000, which included surveying and engineering of the route through to Woodstock; exclusive of these the amount had not exceeded £3000 per mile, which covered the cost of the locomotive, rails and bridges, and work on the 10 mile contract. From the Engineer-Report the Directors felt confident that the remainder of the Road to Woodstock would not exceed \$10,000 per mile. The Legislature of the Province had generously voted \$50,000 sterling in Provincial Bonds, bearing 6 per cent interest, and redeemable in 30 years.

The expenditure of the London Board, according to the declaration of their Secretary in the presence of the Lord Mayor of London was, up to March, as follows:—  
Preliminary expenses, on formation of company and subsequently settling, £1,397 0 10  
On account of Engine and tender, iron rails, and other material sent to St. Andrews, 4,167 8 11  
Transmitted to the Directors of the Company in St. Andrews, 12,988 5 0  
Total, £18,552 14 9

The expenditure in the Province to June 1st was currency—  
Upon actual construction of the works, £17,807 18 2  
Engineering and surveying expenses, 4,905 1 2  
Office, Law and Crown Land surveys, 779 1 0  
Preliminary, incidental, and other expenses, 2,370 7 8  
Total, £25,871 8 0  
The receipts amounted to 24,668 19 0

Balance against Company, £1,202 9 0  
This expenditure entitled the Company to 20,000 acres of land in addition to the previous grant of 10,000 acres.  
[To be Continued.]

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

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

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

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

The most cheerful and soothing of all fruit-side melodies are the 11-64 tones of a circle-tanquerette, and a loving wif.

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

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

It is far easier to see small faults than large virtues.

Medicinity is a plant that bears but one flower—cure.

ENGLAND SETTLEMENT IN NEW BRUNSWICK.

AMMONTON TRACT OF 1000 ACRES IN NEW JERSEY.

Dr. Parker.

White Lead & Oil.

Anthracite Coal.

SALT.

THE STANDARDS.

TELEGRAMS.

VERTICALS.

Original issues in Poor Condition Best Copy available





**MEDICAL ASSISTANCE.**  
**THE GREAT AMERICAN REMEDY**



**RADWAY'S READY RELIEF**

THE GREAT EXTERNAL ANTI-NEURALGIC REMEDY.  
STOPS THE MOST EXHAUSTING PAIN IN A FEW MINUTES.  
RADWAY'S READY RELIEF  
FROM ITS SUPERIOR TO ALL OTHER REMEDIES AT ONCE.  
IT RELIEVES THE MOST EXHAUSTING PAIN IN A FEW MINUTES.  
IT IS THE GREAT EXTERNAL ANTI-NEURALGIC REMEDY.  
STOPS THE MOST EXHAUSTING PAIN IN A FEW MINUTES.  
RADWAY'S READY RELIEF  
FROM ITS SUPERIOR TO ALL OTHER REMEDIES AT ONCE.  
IT RELIEVES THE MOST EXHAUSTING PAIN IN A FEW MINUTES.

**RADWAY'S READY RELIEF**

FEVER AND AGUE.  
Persons exposed to the Malaria of Ague, or to that of Chills and Fever, will find a powerful Antidote and Cure in Radway's Ready Relief. Let it be taken at the first attack, in a wine glass of water, be taken on getting out of bed in the morning, and however speedily to make it will disappear.

**RADWAY'S READY RELIEF**

HOW IT CURES.  
The secondary action of RADWAY'S READY RELIEF is to cure the patient of the disease or malady that occasions the pain; in this it accomplishes rapidly and radically. So early is the patient transferred from pain, misery, weakness, and prostration, that patients frequently ascribe its salutary power to the supernatural influence of enchantment.

**RADWAY'S READY RELIEF**

PREVENTION BETTER THAN CURE.  
There is no occasion for sickness. When you feel pain, then take a teaspoonful of the READY RELIEF in water, or apply it to the parts where you feel the discomfort.

**RADWAY'S READY RELIEF**

ALL MALIGNANT DISEASES.  
Radway's Ready Relief is a powerful Antidote and Cure for all Malignant Diseases. It is a powerful Antidote and Cure for all Malignant Diseases. It is a powerful Antidote and Cure for all Malignant Diseases.

**RADWAY'S READY RELIEF**

CAUTION.  
In all cases ask for Radway's Ready Relief. Take notice of the outside label of each bottle. Every agent is supplied with a new and fresh stock. Price 25 cents per bottle. Sold by Druggists, Merchants and Country Storekeepers.

**North British and Mercantile Insurance Company, OF EDINBURGH & LONDON.**

ESTABLISHED IN 1809.  
**FIRE & LIFE**  
CAPITAL - - - 12,000,000 STERLING (WITH LARGE ACCUMULATIONS.)  
The Subscriber having been appointed General Agent for New Brunswick for the above Company, is now prepared to effect insurances on reasonable terms.

**NOTICE.**

An application will be made to the Legislature of the Province at its next Session, for the purpose of obtaining an Act to amend the laws relating to the duties of the Town of St. Andrews, the lands referred to in said Act being held in trust for the benefit of the Legation of said Town.

**TODD, CLEWLEY & CO.**

**WHOLESALE GROCERS, ST. STEPHEN, N.B.**  
Offer for sale a large stock of FLOUR, Pork, Tea, TOBACCO Molasses, Sugar, Salsaras, Spices, and other Grocery goods, and Provisions, at low rates.

**Havana Cigars.**

Wm H. Williamson, Druggist  
Respectfully announces to the inhabitants of St. Andrews and vicinity, that he has resumed his former business of a Druggist, in the shop formerly occupied by Mr. E. Law, adjoining Mr. Edward Sanders store, Water Street, where he is prepared to make up Physicians prescriptions, and medicines for cattle &c.

**NOTICE.**

John S. Magee, Respectfully announces that he has now received the greater portion of the Fall and Winter stock of New Goods, upwards of -

**50 Bales, Cases and Packages**

consisting of all the most desirable Goods for the present season in COTTON GOODS. Prints, Grey shirtings, White shirtings, Striped Shirting, Kegattas, Reels, Denims, Cotton Flannels.

**WOLLEN GOODS.**

Ex the "Choice" from London via St. John 20 Hds refined Crushed Sugar, 20 chests Congo 50 half do 50 half do IRA Oolong Tea 10 Kegs Br Carbonate Soda, 5 bags Java Coffee, 140 casks "Bridges" Linton Porter & Pale 4 Hds "Pale & golden Sherry, A.C. 12 Qr Casks 12 Cases best Champagne, qds & pints, 2 Hds 12 Qr Casks Port-Wine, 2 Puncheons fine Old Jamaica Rum, 5 casks "Brandram Bros" best boiled and Raw Linned Oil, 25 Cwt do best White Palm, &c. &c.

**Bradford & Co., Eastport, Maine.**

Wholesale & Retail. AND DISPATCH July 31, 1866.  
**Jehan's Fine Malt Whiskey.**  
To arrive per the "Dr. Kane" from London by 20 Quarter casks } Whiskey, 3 Hogsheads } J. W. STREET.

**New Fancy Goods.**

SE ANDREWS, N. B., ALBION HOUSE, Water St., Market Square.  
JOHN S. MAGEE is now daily receiving his stock of New Fancy Goods and Fancy Dry Goods which were bought when markets were at lowest rates, and are offered at low prices. Inspection by intending purchasers is solicited.

**Railroad Hotel.**

Water Street, Market Square, St. Andrews.  
The Subscriber having leased the above Hotel and thoroughly refitted it, is now prepared to accommodate Permanent and Transient Boarders. Every attention will be paid to secure their comfort.

**125 HDS.**

Offer for sale Ex "Emma" from Caribbeas: 75 Hds Brown Havana Sugar, 50 White do do, Also - Ex "Polly Jones" from Remedios 58 Hds, J. strictly Prime, Remedios, 23 Tierces Molasses, 25 Hds, Choice Sugar.

**Western Insurance Co. (Limited) of England.**

Capital £1,000,000 sterling.  
Losses promptly adjusted and paid, without reference to England.  
The Subscriber has been appointed Agent of the above Company, and is prepared to take Risks against Fire on liberal terms.

**Wm. H. Williamson, Druggist**

Respectfully announces to the inhabitants of St. Andrews and vicinity, that he has resumed his former business of a Druggist, in the shop formerly occupied by Mr. E. Law, adjoining Mr. Edward Sanders store, Water Street, where he is prepared to make up Physicians prescriptions, and medicines for cattle &c.

**Anthracite Coal**

A few tons of Anthracite coal, for sale by J. W. STREET Oct. 25th, 1867.

**Refined Crushed Sugar, Wines**

London Porter, Pale Ale, &c.  
Ex the "Choice" from London via St. John 20 Hds refined Crushed Sugar, 20 chests Congo 50 half do 50 half do IRA Oolong Tea 10 Kegs Br Carbonate Soda, 5 bags Java Coffee, 140 casks "Bridges" Linton Porter & Pale 4 Hds "Pale & golden Sherry, A.C. 12 Qr Casks 12 Cases best Champagne, qds & pints, 2 Hds 12 Qr Casks Port-Wine, 2 Puncheons fine Old Jamaica Rum, 5 casks "Brandram Bros" best boiled and Raw Linned Oil, 25 Cwt do best White Palm, &c. &c.

**Bradford & Co., Eastport, Maine.**

Wholesale & Retail. AND DISPATCH July 31, 1866.  
**Jehan's Fine Malt Whiskey.**  
To arrive per the "Dr. Kane" from London by 20 Quarter casks } Whiskey, 3 Hogsheads } J. W. STREET.

**New Fancy Goods.**

SE ANDREWS, N. B., ALBION HOUSE, Water St., Market Square.  
JOHN S. MAGEE is now daily receiving his stock of New Fancy Goods and Fancy Dry Goods which were bought when markets were at lowest rates, and are offered at low prices. Inspection by intending purchasers is solicited.

**French White Wine Vinegar.**

5 Qr. Casks White Wine Vinegar, July 17, J. W. STREET

**Refined Petroleum**

20 BLS. No. 1, Kerosine Oil, J. W. STREET

**Sugar & Molasses**

Ex "Loyalist" from Barbadoes via St. John. 17 Hds, } Choice Barbadoes Sugar, 18 Hds, } do do Molasses, June 27, 1867. J. W. STREET.

**ALBION HOUSE, St. Andrews.**

JOHN S. MAGEE.  
Is now receiving his new stock of FALL AND WINTER, STAPLE AND FANCY DRY GOODS, which were selected in the cheapest markets, with a view of suiting the requirements of this section of the Province. Many of them are the production and manufacture of the New Dominion - long may it live - and for cheapness, excellence, and durability exceeding anything that has hitherto been in this market; thus already do we feel the beneficial effects of Confederation.

**JOHN S. MAGEE,**

Is desirous of calling the attention of the Public to his large and varied stock of Goods received per steamers "United Kingdom," "Navan," and "Napaul" consisting in part of -

**FRENCH MERINOS, COBURGS, BLANKETS, COTTONS, in white & unbleached, very cheap, Braees, Soutings, Cloths, Garibaldi, Maria Stewart Hoods and Opera Mantles, COTTON FLANNELS, OSNABURGS**

Prints, Red, white, blue & grey twilled Fanne, Plain Flannels in all colors, We can confidently recommend our Flannels as good, and will sell cheap. A large and varied stock of BOOTS AND SHOES, childrens, youths, Boys, Mens, Misses and Ladies - of warranted manufacture.

**JOHN S. MAGEE,**

Would call special attention to his white Wares which are made from the very best Southern cotton and warrant a sound, well made and good. Also the St. John Wares, Parks' make, prepared for the Loom. If you want good value for your money, come to the ALBION HOUSE.

**T. McVAY & Co., WHOLESALE & RETAIL DEALERS IN Dried Smoked and Pickled Fish, Flour, Meat, Provisions, Country Produce, General Groceries, &c.**

**Lot for Sale.**

The Subscriber offers for sale Five Lots in the Block formerly belonging to the Madras School fronting on Sophia and Parr streets. The lots are in excellent condition, and well located for building. For particulars apply at the Standard Office, or to C. A. KENNEDY, March 27.

**MORE NEW GOODS.**

JUST RECEIVED and now open for sale at the very LOWEST PRICES: Hats, Bonnets, Feathers, and Ribbons, SHAWLS, MANTILLAS, AND FANCY DRESS GOODS Grey and White Cottons, Shirting, Stripes, and Regattas Pin

**and CORSET CLOTHS**

Crashes; Toweling & Table Linens, Shirt-fronts, Collar and Fancy neck Ties, Hosiery, Rubbers, Boots and Shoes.

**Sewing Machines.**

WHAT EVERY FAMILY SHOULD HAVE One of the Original WOODS Sewing Machines.

**Bourbon Whiskey.**

Ex "Harriet" from Boston. 1 Hhd fine Old Bourbon proof Whiskey, 2 Puncheons do JAMES W. STREET, June 12th, 1867.

**KEROSENE OIL.**

Ex "Emma Pemberton" from Boston. 10 Casks Kerosine Oil. J. W. STREET.

**A NEW ENGLAND SETTLEMENT IN NEW JERSEY.**

**THE HAMMONTON TRACT OF LAND IN NEW JERSEY.**

Has become the central point of an extensive emigration from the New England States, and the details of the same will be found in the following pages. The tract is situated in the County of Hudson, and is bounded on the north by the City of New York, on the east by the Hudson River, on the south by the City of New York, and on the west by the Hudson River. The tract is divided into lots, and is now being settled by a large number of emigrants from the New England States.

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His Excellency the Governor in Council, has appointed Mr. J. W. Street, Esq., to be the Receiver of the Customs for the Province of New Brunswick, and to hold office until the 31st day of December next.

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