

108.10
 "Eutrope" Logs for
 11/25/1897 - 11/31/1898
 Voyage. Hugh Longmuir
 Captain

M21859

Executed in Sixteen Pages.

* Any Erasure, Interlineation, or Alteration in this Agreement will be void unless attested by some Superintendent of a Maritime Marine Office, Officer of Customs, Consul, or Vice-Consul, to be made with the consent of the persons interested.

AGREEMENT AND ACCOUNT OF CREW. FOREIGN-GOING SHIP.

The term "Foreign-going Ship" means every Ship employed in trading or going between some place or places beyond the Coast of the United Kingdom, the Islands of Guernsey, Jersey, Sark, Alderney, and Man, and the Continent of Europe, between the River Elbe and River Indus.

Name of Ship. "Eutrope"	Official No. 1197	Port of Registry. Southampton	Port No. and Date of Registry. 1197 1197	Registered Tonnage. Gross 1197 Net 1197	Nominal Horse Power of Engines (if any).
REGISTERED MANAGING OWNER.			FOR PARTICULARS AS TO LOAD LINE, SEE PAGE 3.		
Name. Thos. Smith, Alben & Co. Ltd. London			Address. (State No. of House, Street, and Town)		

The several Persons whose names are hereto subscribed, and whose descriptions are contained on page 4 hereof, and of whom **1197** are engaged as Sailors, hereby agree to serve on board the said Ship in the several capacities expressed against their respective Names, on a Voyage from

Southampton to London & New York
 to **London & New York**
 to **London & New York**
 to **London & New York**

or Continent of Europe between the R. Elbe and River Indus inclusive at the Master's option.

Probable period of engagement Two years

And the Crew agree to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful commands of the said Master, or of any Person who shall lawfully succeed him, and of their Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereon, whether on board, in home, or on shore, in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with provisions according to the Scale on the other side hereof.

And it is hereby agreed that any Embarrassment or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the Person guilty of the same.

And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the Regulations authorized by the Board of Trade, which are printed herein and numbered

1, 2, 3 & 4.

adopted by the parties hereto, and shall be considered as embodied in this Agreement: And it is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed that the Seaman shall receive the advances of wages as herein against their names.

*The authority of the Owner or Agent for the allotments mentioned within is in my possession.

(Superintendent, Officer of Customs, or Consul Officer)

*This is to be signed if such an authority has been produced, and to be signed across in ink if it has not.

Date of commencement of Voyage. 25/11/97	Port at which Voyage commenced. GLASGOW	Date of Termination of Voyage. 2/1/98	Port at which Voyage terminated. GLASGOW	Date of Delivery of Lists to Superintendent. 2/1/98	I hereby declare to the truth of the Entries in this Agreement and Account of Crew, &c. H. Longmuir Master.
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Here the Voyage is to be described, and the place named at which the Ship is to be taken, or, if that cannot be done, the general nature and probable length of the Voyage is to be given; and if the Agreement is to be used as a Manning Agreement under sec. 114, Merchant Shipping Act, 1894, the fact should be stated.

Here are to be inserted the Particulars of any of the Regulations for preserving discipline issued by the Board of Trade, and printed on the third page hereof, which the parties agree to submit.

Here any other stipulations may be inserted to which the parties agree, and which are not contrary to law.

*B. - This Form must not be unaltered. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the time of signing that it is sufficiently large Form is used. If more men are engaged during the voyage than the number for whom signatures are provided in this Form an additional Form Bmg. 1 should be obtained and used.

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(Sixteen Pages)

The Master in his discretion may discharge the crew or any of the Members thereof in New Zealand upon payment there of the respective wages accrued and earned up to date of the discharge, subject to the requirements of the Merchant Shipping Act 1894.

In Witness whereof the said Parties have subscribed their Names on page 4 hereof, on the days mentioned against their respective Signatures.

Signed by **Hugh Longmuir** Master,
 on the **23rd** day of **November** 1897.

SCALE OF PROVISIONS.

SCALE OF PROVISIONS to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Lime and Lemon Juice and Sugar, or other Anti-Scorbutics, in any case required by the Act.

	Water.	Bread.	Beef.	Pork.	Preserved Meats.	Preserved Fruits.	Preserved Vegetables.	Peas.	Pulses.	Chickens.	Eggs.	Butter.	Tea.	Coffee.	Sugar.	Dried Fruit.	Butter.	Marmalade and Jam.	Molasses.	Mustard.	Pepper.	Onion.	Vinegar or Pickles.
	Qts.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	Pint.	Pint.	lb.	lb.	oz.	oz.	oz.	lb.	lb.	Pint.	oz.	oz.	oz.	Pint.
Sunday ...		1	1/2																				
Monday ...				1/2																			
Tuesday ...			1/2																				
Wednesday ...				1/2																			
Thursday ...		1/2	1/2																				
Friday ...			1/2																				
Saturday ...			1/2																				
Weekly ...																							

SUBSTITUTES AND EQUIVALENTS.

SUBSTITUTES
AT THE MASTERS OPTION

NO SPIRITS ALLOWED

BILL OF FARE.*

	BREAKFAST.	DINNER.	SUPPER.
Sunday ...			
Monday ...			
Tuesday ...			
Wednesday ...			
Thursday ...			
Friday ...			
Saturday ...			
Articles sup- plied daily			

* The Act does not require these particulars to be given, but the Table may be filled up if desired.

LOAD-LINE AND DRAUGHT OF WATER.

POSITION OF DISC.

* The centre of the disc is placed at 4 feet 6 inches below the deck line marked under the provisions of the Merchant Shipping Act.

POSITION OF LINES USED IN CONNECTION WITH THE DISC.
SAILING SHIP.

Maximum load-line in fresh water. 5 feet 6 inches above the centre of the disc.
Maximum load-line in winter, North Atlantic. 5 feet 6 inches below the centre of the disc.

STEAM SHIP.

Maximum load-line in fresh water. 5 feet 6 inches above the centre of the disc.
Maximum load-line in Indian summer. 5 feet 6 inches above the centre of the disc.
Maximum load-line in summer the centre of the disc.
Maximum load-line in winter. 5 feet 6 inches below the centre of the disc.
Maximum load-line in North Atlantic winter. 5 feet 6 inches below the centre of the disc.

* These particulars are to be taken from the certificate of approval of the position, or alteration of the position, of the disc, and the words which are not applicable should be erased.

THE SUMMER MONTHS ARE APRIL TO SEPTEMBER INCLUSIVE.
THE WINTER MONTHS ARE OCTOBER TO MARCH INCLUSIVE.

The additional freetonnage specified for the North Atlantic trade is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, and which may sail to, or from, or call at, Ports in British North America, or eastern Ports in the United States, the entrance to which from the sea, or the entrance from the sea to the entry or river in which such Ports may be situated, is north of 22° 30' north latitude, from October to March inclusive.
The reduced freetonnage allowed for voyages in the Five Seas is only applicable to vessels trading between the limits of Asia and Singapore.

REGULATIONS FOR MAINTAINING DISCIPLINE.

SANCTIONED BY THE BOARD OF TRADE IN PURSUANCE OF S. 114 (2) OF THE MERCHANT SHIPPING ACT, 1894.

These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the offences specified in such of them as are so adopted will be legally punishable by the appropriate Fines or Penalties. These Regulations, however, are not to apply to Certificated Officers.

These Regulations are all numbered, and the numbers of such of them as are adopted must be inserted in the space left for that purpose in the Agreement, page 1, and the following copy of these Regulations must be made to correspond with the Agreement by erasing such of the Regulations as are not adopted. If the Agreement is made before the Superintendent of a Mercantile Marine Office, his signature or initials must be placed opposite each of the Regulations as are adopted.

For the purpose of legally enforcing any of the following penalties, the same steps must be adopted as in the case of other offences punishable under the Act; that is to say, a statement of the offence must, immediately after its commission, be entered in the Official Log Book by the direction of the Master, and must at the

same time be attested to be true by the signatures of the Master and the Mate, or one of the Crew; and a copy of such entry must be furnished, or the same must be read over to the Offender, before the ship reaches any Port or departs from the Port at which she is; and an entry that the same has been so furnished or read over, and of the reply, if any, of the Offender, must be made and signed in the same manner as the entry of the Offence. These entries must, upon discharge of the Offender, be shown to the Superintendent of a Mercantile Marine Office before whom the Offender is discharged; and if he is satisfied that the Offence is proved, and that the entries have been properly made, the Fine must be deducted from the Offender's wages, and paid over to the Superintendent.

If, in consequence of subsequent Good Conduct, the Master thinks fit to remit or reduce any Fine upon any Member of his Crew which has been entered in the Official Log, and signifies the same to the Superintendent, the Fine shall be remitted or reduced accordingly. If wages are entreated for by the Voyage by Share, the amount of the Fines is to be ascertained in the manner in which the Amount of Forfeiture is ascertained in similar cases under Sect. 251.

No.	OFFENCE.	Amount of Fine or Penalties.	Signature of Superintendent.
1	Borking or assaulting any person on Board or belonging to the Ship (if not otherwise provided).	Five Shillings.	
2	Being or having on Board any person liable to be punished.	Five Shillings.	
3	Drunkenness. First Offence.	Five Shillings.	
4	Second and subsequent Offences.	Ten Shillings.	
5	Taking on Board and keeping possession of any fire arms, loaded or unloaded, except shot, sword-stick, bow-knife, dagger, or any other offensive weapon or offensive instrument, without the concurrence of the Master, for every day during which a seaman retains such weapon or instrument.	Five Shillings.	

ACCOUNT OF APPRENTICES ON BOARD (IF ANY).

Christian and Surnames of the Apprentice at full length.	Year of Birth.	Nationality.*	Registry of Indenture.		Date, Place, and Cause of Leaving this Ship, or of Death. To be filled up by the Master.		
			Date of	Port of	Date.	Place.	Cause.
1.	2.	3.	4.	5.	6.	7.	8.
Ed Stanley A. Boddington	1850	Norfolk & Norw.	London		12 Apr 99	Dundee	Ship sold transferred to 'Caledonia'
Herbert Chas. Clark	1852	Suffolk			do	do	do

* If a British Subject, state Town or Country of birth, and if born in a Foreign Country, state whether a natural born British subject or naturalized.

Reference No.	SIGNATURES OF CREW.	Age.	Nationality.	PARTICULARS			
				(1) First of Engagement Address, and (2) Home Address. N.B.—It is to be inserted. The first address is the one by which a crew member should be reached in the event of the loss of the vessel.	(3) In which he last served, and name of the vessel.	(4) Date and Place of signing this Agreement.	(5) Date and Place of signing this Agreement.
					Year.	Place, Name and Official No. or Particulars of Service.	Place.
1	H. Longmuir	45	Aberdeen	m 10 St. Northern Rd Aberdeen	1877	Macgregor & Co. Glasgow	Glasgow
2	David Loane	30	Liverpool	m 10 St. Northern Rd Aberdeen	1877	Macgregor & Co. Glasgow	Glasgow
3	John Campbell	28	London	m 10 St. Northern Rd Aberdeen	1877	Macgregor & Co. Glasgow	Glasgow
4	Robert Mollist	19	Durham	m 10 St. Northern Rd Aberdeen	1877	Macgregor & Co. Glasgow	Glasgow
5	N. Braden	21	London	m 10 St. Northern Rd Aberdeen	1877	Macgregor & Co. Glasgow	Glasgow
6	Alfred Helie	27	do	m 10 St. Northern Rd Aberdeen	1877	Macgregor & Co. Glasgow	Glasgow
7	Thomas Weatherburn	28	do	m 10 St. Northern Rd Aberdeen	1877	Macgregor & Co. Glasgow	Glasgow
8	William Irons	22	Montrose	m 10 St. Northern Rd Aberdeen	1877	Macgregor & Co. Glasgow	Glasgow
9	Frederic Bryson	21	London	m 10 St. Northern Rd Aberdeen	1877	Macgregor & Co. Glasgow	Glasgow
10	Jane Tallantire	20	Glasgow	m 10 St. Northern Rd Aberdeen	1877	Macgregor & Co. Glasgow	Glasgow
11	Charles McAlister	18	Glasgow	m 10 St. Northern Rd Aberdeen	1877	Macgregor & Co. Glasgow	Glasgow
12	James M. Culloch	29	Glasgow	m 10 St. Northern Rd Aberdeen	1877	Macgregor & Co. Glasgow	Glasgow
13	Andrew Williamson	27	Glasgow	m 10 St. Northern Rd Aberdeen	1877	Macgregor & Co. Glasgow	Glasgow
14	John Thomson	20	Glasgow	m 10 St. Northern Rd Aberdeen	1877	Macgregor & Co. Glasgow	Glasgow
15	John Thompson	26	Glasgow	m 10 St. Northern Rd Aberdeen	1877	Macgregor & Co. Glasgow	Glasgow
16	James Paterson	21	Glasgow	m 10 St. Northern Rd Aberdeen	1877	Macgregor & Co. Glasgow	Glasgow
17	John M. Carthy	20	Glasgow	m 10 St. Northern Rd Aberdeen	1877	Macgregor & Co. Glasgow	Glasgow
18	William Macpherson	20	Glasgow	m 10 St. Northern Rd Aberdeen	1877	Macgregor & Co. Glasgow	Glasgow
19	William Whitelaw	21	Glasgow	m 10 St. Northern Rd Aberdeen	1877	Macgregor & Co. Glasgow	Glasgow
20	William Morrison	21	Glasgow	m 10 St. Northern Rd Aberdeen	1877	Macgregor & Co. Glasgow	Glasgow

* The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in Dia. 1 as Engine Drivers, Boilermakers, Refrigerating Engineers, Electrical Engineers, etc.

† If any Member of the Crew enters Her Majesty's Service, the Name of the Queen's Ship into which he enters is to be stated under the head of "Cause of leaving."

Country, state whether a natural born British Subject or naturalised.
Engineers, or Winchmen, or not merely as Engineers. Boys recently employed in connection with the work of Cocks and Stewards should be described as Cabin Boys, not merely as Boys.
the Ship, thus: "H.M.S. Revenue," and the other Causes of leaving the Ship should be briefly stated thus, "Discharged," "Deserted," "Left Sick," "Died."



Name of

PARTICULARS

Reference No.	SIGNATURE OF CREW	Age	Nationality	(1) Port of Engagement Address, and (2) Home Address. N.B. - which is to be inserted. The Home Address is the one to which correspondence should be made in the event of the death of the Engineer.	Ship in which he last served, and Year of Discharge (if any).	Date and Place of signing this Agreement.	
						Year.	Place.
21	Y. Bald	16	Norway	7 Grace Drive, Bergen	First Ship	1897	Bergen
22	Wm H. Hodgson	20	Irish	Blackburn, Lancs	Mayfield	1897	Dundee
23	James L. Symmers	25	England	104 Holburn St. London	1898	1898	Dundee
24	Alfred Helier	18	London	111 Mark Lane, London	same ship	1898	do
25	C. Christopherson	38	Norway	6 Sigvard's, Copenhagen	Pohrua	1898	do
26	H. Martin	31	Norway	1000, Copenhagen	1898	1898	do
27	J. D. Campbell	35	England	1000, Copenhagen	1898	1898	do
28	Jos. Lewis	31	England	1000, Copenhagen	1898	1898	do
29	John Whelan	33	Ireland	1000, Copenhagen	1898	1898	do
30	Thos. Cole	25	W. Scot	1000, Copenhagen	1898	1898	do
31	John R. Stone	24	England	1000, Copenhagen	1898	1898	do
32	W. May	16	do	1000, Copenhagen	1898	1898	do
33	Eugene Koerlin	22	Norway	1000, Copenhagen	1898	1898	do
34	L. Meckan	24	England	1000, Copenhagen	1898	1898	do
35	David Green	26	Irish	1000, Copenhagen	1898	1898	do
36	E. Harper	22	Norway	1000, Copenhagen	1898	1898	do
37	A. Williamson	28	Irish	1000, Copenhagen	1898	1898	do
38	C. Girard	30	France	1000, Copenhagen	1898	1898	do
39	J. Weatherburn	18	London	1000, Copenhagen	1898	1898	do
40	Nirvan Rigau	26	Irish	1000, Copenhagen	1898	1898	do

* If a British Subject, state Town or Country of birth, and if born in a foreign country, state the name of the country.
† If any Member of the Crew enters the Majesty's Service, the Name of the Queen's Ship into which he enters is to be stated under the head of "Course of Service".



SIGNATURES OF CREW.

Age.

* Nationality.

(1) Port of Departure Address, and
(2) Home Address.
N.B.—Both to be inserted. The Home Address is the one
to which correspondence should be made in the event
of the death of the Seaman.

Name of

PARTICULARS

Place to which he has come, and
Year of Departure (if known).

Date and Place of signing
this Agreement.

Year. Name and Address of
the Agent or Broker.

Date.

Place.

41	John Paton	44	London	(1)	England	1898	Peri	1/10/98	1/10/98
42	McBride	39	Peri	(1)	Ireland		W. Anglin	"	"
43	M. Lymb	46	Scarbrough	(1)	England		Euterpe	"	"
44	W. Byorn	32	Spentzen	(1)	"		Ellanora	"	"
45	Lind Jones	33	Empress	(1)	Virginia		Porton	"	"
46	D. Thomas	26	Llanymor	(1)	Wales		Wing Point	"	"
47	F. P. L.	28	Blaga	(1)	Portugal		Lady Morda	"	"
48	W. P. Owens	28	Penryn	(1)	Wales		St. Leger	"	"
49	Alfred F. H. Jones	46	Peri	(1)	Ireland		St. Peter's	"	"
50	E. S. Scott	29	London	(1)	Merit		Amica	1/10/98	"
51	Julius L. Sch.	28	St. Helena	(1)	St. Helena		"	"	"
52	James Devine	48	St. Helena	(1)	"		Pablokine	"	"
53	U. N. N.	23	Peri	(1)	Peri		St. L.	24/5/98	"
54	Simon C. L.	30	Peri	(1)	"		St. Helena	"	"
55	James H. H.	30	Peri	(1)	"		St. Helena	24/5/98	"
56	E. Christy	30	Peri	(1)	"		Euterpe	1/10/98	"
57	A. Williams	49	Peri	(1)	Scotland		"	"	"
58	B. Linder	27	Peri	(1)	"		Dartford	"	"
59	G. Kidney	22	Chicago	(1)	America		"	"	"
60	John Wilson	33	St. Helena	(1)	Scotland		Port of Bristol	"	"

* If a British Subject, state Town or Country of birth, and if born in a foreign
+ The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in Dis. 1 as Engine Drivers, Dockyardmen, Refrigerating Engineers, Electrical
+ If any Member of the Crew enters Her Majesty's Service, the Name of the Queen's Ship into which he enters is to be stated under the head of "Cause of leaving"

OF ENGAGEMENT

[illegible]

Country, state whether a natural born British Subject or naturalized. Engineers, or Winckmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Cabin Boys, not merely as Boys on the Ship; thus, "H.M.A. Revenge;" and the other Causes of leaving the Ship should be briefly stated thus, "Discharged," "Deserted," "Left Sick," "Died."



Name of

PARTICULARS

No.	Age.	*Qualification.	(1) Port of Recruitment Address, and (2) Home Address. N.B.—Port to be inserted. The Home Address is the one to which correspondence should be sent in the event of the death of the recruit.	Ship in which he last served, and year of discharge (if any).		Date and Place of signing this Agreement.	
				Year.	Rank, Name and Official No. or Post and Signature.	Date.	Place.
61			Arthur Dixon 47 England	1898	First Stewards	1/16/98	London
62			William Ross 18 Leith		First Stewards		
63			W. M. [unclear] 44 [unclear] [unclear] of Scotland		Army [unclear]	9/6/98	
64			Charles Marriott 50 [unclear] [unclear]		[unclear]	5/1/98	London
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66							
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72							
73							
74							
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80							

* If a British Subject, state Town or Country of Birth, and if born in a foreign

† The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in Dis. 1 as Engine Drivers, Donkeymen, Refrigerating Engineers, Electrical

‡ If any Member of the Crew enters Her Majesty's Service, the Name of the Queen's Ship into which he enters is to be stated under the head of "Cause of leaving"

Ship *10/10/98*

13

CERTIFICATES

Or Indorsements made by Consuls or by Officers in British Possessions Abroad.

Vessel arrived at Honolulu *July 31/98*
Agreement deposited *Aug 1/98*
and returned to the Master this day
H. B. M. Consulate-General, Honolulu *Aug 5th 1898*
McDermott
British Vice-Consul



I hereby certify that I have
seen and the engagement of
Master (charter), upon the terms
mentioned in the within written
agreement, that I have ascertained
and am satisfied that the said
Charles Maritt fully understood
the said agreement and that
he has signed the same in
my presence. *McDermott*

auth British Vice-Consul
Honolulu 5/9/98.

BRITISH CONSULATE
HONOLULU, HAWAII

Witness my hand and seal this *4th* October 1898.
Attest: *5th* October 1898.
ANTHONY J. [illegible] *5th* October 1898

I also certify that I have sanctioned the discharge of

J. Deane

Port Townsend 5th October 1898
Chas. Maritt
Master of the Command



PAID BY THE U.S. GOVERNMENT
AT 6.55. WASHINGTON
APPROVED BY THE U.S. GOVERNMENT
AT 6.55. WASHINGTON
APPROVED BY THE U.S. GOVERNMENT
AT 6.55. WASHINGTON
I have seen and the engagement of
Master (charter), upon the terms
mentioned in the within written
agreement, that I have ascertained
and am satisfied that the said
Charles Maritt fully understood
the said agreement and that
he has signed the same in
my presence. *McDermott*

I have also seen that upon the request of
the present Master of the within named vessel
I have and consents, in Francisco, Cal.
Mexico, United States of America, and the
Master, the within named vessel, *McDermott*
M. Brown, L. Jones, L. Thomas, T. Pelt, R. Brown,
E. G. Co. Julia Co. L. G. Deane, M. Deane
G. L. Harrison, C. Christopher, A. Williamson,
C. Lincoln, J. Higgins, J. Wilson, J. Deane, M.
Robt, and J. M. Anderson have done
exchange at this port by *McDermott*
auth

CERTIFICATES

Or Indorsements made by Consuls or by Officers in British Possessions Abroad.

and with my sanction, that they have been paid in my presence the balance of their wages due to them in a date in cash and as set opposite their respective names, and that their affairs have been delivered to them, and also that further provision has been made for their maintenance and shelter on pages 7, and 8, in the official log book, after each man's name.

and I further certify that on the second day of November, 1858, a "Bill of Sale, on Board of the 'Form No. 10. Bill of Sale No. 79 (Sale)', was procured from an indorsement by J. F. Swart, dated the 6th day of May, 1858, whereby he sold four fourth shares of the 'British Ship' Enterprise No. 27, 617, of Southampton (29. 20th November, 1858) were sold by Messrs Shaw, Smith and Elton and Company, Ltd., to Mr. J. J. Brown of San Francisco, California, under the name of 'Enterprise'.

DATED AT THE BRITISH VICE CONSULATE, THIS

28th day of November 1858.



and I further certify that I have received from the Master, the official Certificate of Discharge, the Title of Government and Official Log Book, the forward in our course to the register office, Southampton and have given him the proper receipt therefore (see No. 1) everything appearing to be in order.

J. W. St. Lawrence.

British Vice-Consul

DATED AT THE BRITISH VICE CONSULATE, THIS

28th day of November 1858.

