

European Intelligence.

WARLIKE PREPARATIONS IN FRANCE AND ENGLAND.

The steamship *Canada* arrived at Halifax on Friday, at 7 1/2 o'clock, with Liverpool dates to the 23rd January, and 32 through passengers. She arrived out on the 16th, and the Atlantic and City of Manchester on the 20th ult.

Cotton had advanced from 14s. to 14s. 1d. per lb. Breadstuffs were duller. Bank interest had been further raised, the Bank of England having advanced the minimum rate of interest to 2 per cent. Consols closed strong at 99 3/8.

In Manchester the demand for yarns and goods has been to a fair extent, at steady prices.

The Provision market is without material change. Bacon was 1s. dearer per cwt. Sugar quiet at 61d. decline. Tea—moderate business in new; old badly supported. Good business doing in Tobacco at previous rates.

The news from England is uninteresting; nothing has transpired in the political world worth chronicling.

The Carlow Parliamentary election has resulted in the election of Mr. Alexander, a Deputy, over Mr. Sadler; and the Oxford University has returned Mr. Gladstone, over Mr. Percival.

There is some talk that the Duke of New Castle will succeed Earl Dalhousie as Governor General of India.

Apprehensions are evidently felt, though not admitted, of a coup d'état in Napoleon the third against England. Among other symptoms, it appears that Government has been making enquiries of the various Railway Companies how many men and horses, and armaments of war, they could convey to any specified point, in case of emergency. Arrangements are making also to have the regular troops and militia available at a moment's notice. A large militia station is to be formed near Birmingham, and no more regulars are to be sent from home at present. In the navy yards the greatest activity prevails.

The celebrated case of Achilli vs. Newman is again before the courts.

Robert Ferdinand Pries charged with the infamous forgeries, has had a hearing, and been remanded.

William Mason, a Boston Pianist, has appeared with success in London.

Nearly two millions sterling in gold is reported to have been shipped from Australia for England since previous advices.

The Rev. Dr. Rice, of London, is dead, having committed suicide.

Sir Charles Lawrence, Governor of the Falkland Islands, announces the discovery of guano there.

FRANCE.—The news from France to the exclusion of all else is the Emperor's marriage to Mademoiselle De Montijo. This event has taken Paris by surprise, and is unfavorably received by the Bonapartists. The Empress is a Spaniard, twenty-five years old, a blonde, and grand daughter of the British consul at Malaga. Her mother is an Irish woman, named Fitzpatrick. Her father, Yger, is a son of a Spanish family, who fortunately by the death of older brothers, succeeded to the title of Count of Montijo, Duke of Teba and Penamonte. Her sister is Duchess of Alba, and the lady herself is Countess of Teba. The proposal for her hand was formally made by the Emperor on Sunday last, and of course was accepted.

The next day, the happy betrothal was communicated to Ministers that his determination was taken, and that it was a marriage of affection. One report says that all the Ministers except one resigned, but the Emperor refused to accept their resignation. The Government statement is, that they assented as did the diplomatic body.

It is said the civil marriage has already taken place, and that the religious ceremony will be held on the 29th inst., on which occasion also, Prince Napoleon Jerome, it is said, will espouse the daughter of the Prince of Wagram, grand daughter of Marshal Berthier. The Senate, the Legislative body, and the Council of State were summoned to meet on the 22d, to receive a communication from the Emperor relative to his marriage.

Simultaneously with these matrimonial schemes, a disastrous fall on the Bourse (Exchange) has taken place, but the Government organs assert that there is nothing in the state of the Country, either financially, commercially or politically, to cause distrust. They attribute the fall solely to the check put to wild speculation, and say that when the reaction thus caused shall have restored things to their proper level, the funds will be in harmony with what the Paris calls the general prosperity. Nevertheless, the Bourse on the 19th was more depressed than since the December coup d'état.

Twenty line of battle ships, screw propelled, eighteen frigates, and fifteen smaller ships of war, are building in the French navy yards.

Mr. Napier, the ship-builder at the Clyde, recently received orders from France for six steam-frigates; but the British Admiralty cancelled the order, and gave him a similar order for England.

An article, believed to have been written by the Emperor himself, in the *Moniteur*, complains bitterly of the Paris correspondents of the London Times, Morning Chronicle, and Advertiser. Some see in it the commencement of a scheme to excite hostility towards England.

The accounts of the heavy floods from the Departments in France are deplorable; the rivers Loire, Seine, Marne, Aisne, Vilaine, Anille and Sarth, had overflowed, doing great injury to the towns and farms along their banks.

The whole of the Orleans property is now

alienated, the year allowed for sale having expired.

INDIA AND CHINA.—The details of the India news add little of interest to the telegraph already published. Great complaints are made of the insecurity of Gen. Gough, in Birmah. Pegu was captured by 1200 men, while five months since Major Cotton took the place with 500, and would have kept it had his instructions permitted.

Dates from China state that the Imperial troops have gained decisive advantages. Large transactions have taken place in Tea, and prices were maintained, although the exports show a deficiency of 2,000,000 lbs. on the previous year.

Australia.—The overland mail brings Sydney dates to Oct. 16th. Melbourne to the 5th, and Adelaide to the 6th Nov. Flour at Melbourne and Sydney was £17 per ton. The 4th loaf was 2s. 6d. The large emigration continued. The news from the diggings was of a mixed character—some were doing well, others were dissatisfied. Farm labour was very scarce. Temporary inconvenience was apprehended if supplies of foodstuffs did not soon arrive from America.

The steamship *Great Britain* arrived at Port Philip on the 12th of November.

THE STANDARD.

WEDNESDAY, FEB. 9, 1853.

RAILWAYS IN NOVA-SOTIA.

Under this heading we notice, that our contemporary the *St. John New Brunswick*, reviews the Hon. Joseph Howe's speech on the question of Railways in Nova-Scotia; and copies some extracts from the proposals made by Messrs. Sykes & Co., to which are appended editorial comments. Actuated from a desire to do justice to all parties, we have examined these documents, and can discover only one difference between Messrs. Jackson & Co. and Messrs. Sykes & Co's offers, and that is, Mr. Jackson asks a much higher price for performing the work. The *New Brunswick* says, that the grades on the line from Windsor to Victoria Beach, appear to be much greater than any yet encountered in New-Brunswick. This must be an oversight, as the following extract from the report will prove:—

48 1/2 miles level or under 10 feet per mile.

201 " 10 feet and under 20 feet per mile.

101 " 20 feet and under 30 feet per mile.

61 " 30 feet and under 40 feet per mile.

4 " 40 feet and under 45 feet per mile.

2 " 45 feet and under 50 feet per mile.

1 1/2 " 50, 1 feet per mile, steepest grade at Horton Bluff.

What part of New-Brunswick offers better gradients? Again, the *New Brunswick* quotes from the report:—

The method of constructing bridges and viaducts shall be determined by the products of the district through which the line is carried. Where sound and durable building stone can be had, they shall consist of the best hammer dressed squared rubble masonry of the dimensions shown in the plans submitted. The arches being in squared pier-work or brickwork. In the case of requiring heavy viaducts, as also in cases where no sound arch stones or brick-earth can be obtained.

Through low, marshy and soft ground, the bridges, culverts and viaducts will be constructed on piles fully driven home, with a sufficiently large proportion of bolts, straps, &c., of best Scotch iron, to insure stability.

The whole of the timber to be covered with two coats of Ross's metallic or other approved anti-corrosive paint.

Why not have gone a few lines further and given the following:—

"The crossing of the Cornwallis River at 75 1/2 miles, the Gaspe River, and the River Avon at Windsor, will be of Howe's Patent Truss, which is used in such cases in the United States. Where the bottom of these rivers are of rock or good material, the abutments and piers shall be of masonry, as formerly described; where the bottom is soft, piling will be adopted.

In Mr. Jackson's specification for the Quebec & Richmond railroad, (which by the way is identical with his New-Brunswick contract,) he specifies to use "Howe's Patent Truss." The method of constructing bridges, culverts, &c., in Messrs. Sykes & Co's contract, is taken from Mr. Jackson's specification, and the weight of iron, fastenings and superstructure is precisely the same. The system of arriving at prices, and the manner of conducting certain works, have been arrived at from long experience, and may be summed up as follows:—

First.—The probable earthwork, formation of cuttings and embankments, as containing half the whole cost. Of this it can matter little whether Messrs. Jackson & Co. or Messrs. Sykes & Co. remove the earthwork. Our *St. John* friends cannot think, surely, that its passing through the more aristocratic hands of Jackson & Co. will tend to its extra solidity.

Secondly.—Culverts and Bridges. We have authority for stating—a reference to Mr. Jackson's specification for the Quebec & Richmond railway will show—that the work

of construction is the same as adopted by Messrs. Sykes. In the superstructure and ballasting (about one-third of the whole cost), Messrs. Sykes' offer is the same as Mr. Jackson's, and we doubt not that if Messrs. Sykes succeed in getting the contract, when the junction of the lines is effected at the boundary of Nova-Scotia and New Brunswick, it would take a keen observer to tell the difference between a Sykes or Jackson road.

Now, with respect to Rolling Stock and Stations—both are fixed in the respective offers, by schedule; and if the quantity or value specified is expended, we understand that in Mr. Jackson's case, extra payments will be made, as per schedule.

We think we have shown, that "the inferior character of the bridges and masonry proposed in Nova-Scotia and less perfect and substantial character of the work generally," as stated by the *New Brunswick*, has been copied verbatim from Mr. Jackson's contract—and that those nice little distinctions so graphically drawn, exist without a difference in the work—but a very great one in price.

The *Portland Advertiser* of the 1st inst. says, "We learn that the rails on the whole line of the Atlantic and St. Lawrence Railroad from this city to Island Pond, the point of junction with the St. Lawrence and Atlantic Railroad, are laid, and that the locomotive has passed up to that point and back. The last rail was laid late on Saturday night."

PUBLIC LECTURE.—MR. MATH A. CUMMINGS, Veterinary Surgeon, delivered a lecture last evening in the Town Hall, under the auspices of the C. C. Agricultural Society, upon "The nature and treatment of the Horse." The lecture was well attended, and the lecturer acquitted himself in a masterly manner.

LOOK SHARP.—We are informed that Mr. Henry O'Neil's shop near the Market Square, was broken into on Monday night, and four large hams stolen. Poultry have also disappeared lately from barns belonging to several persons.

SUSPENSION BRIDGE.—We learn from the *Morning News*, that the St. John Suspension Bridge is to be formally opened on Thursday next. The testing of the Bridge took place on the 3d inst., under the superintendence of A. L. Light Esq., Engineer in Chief of the St. Andrews & Quebec Railway, a minute account of which was published in the *New Brunswick*. From the experiments and tests Mr. Light was convinced that the Bridge was capable of bearing at least 140 tons.

VOTE OF THANKS TO HON. MR. CONNELL.—The Municipal Council of Carleton, have passed a vote of thanks to Mr. Connell for his advocacy in the Legislature, of the Municipal Act, and securing its adoption in that County. In our next we will endeavour to give the hon. Mr. Connell's reply.

In the Nova Scotia Legislature on the 1st inst., the Hon. Mr. Howe moved the second reading of his Railway Act. The Hon. Mr. Johnson in a three hour speech moved that it be read that day three months, which was lost. Hon. Mr. Howe on the 2d inst. replied to Mr. Johnson's observations in a masterly speech. We are happy to notice that there is every probability Messrs. Sykes & Co. will get the Contract for the Nova Scotia railroads. We sincerely hope they may—as from their practical knowledge and experience, and known integrity, they will make good, permanent works—every way equal to any costing £6,500 per mile! If the Nova Scotians could only see their works here they would to a man (the opposition not excepted) close with them without delay.

The Steamer *Admiral* is on the route again. She is to leave St. John on Thursday the 17th inst.

SOBS OF TEMPERANCE.—On Thursday evening last, 3d inst., at the Hall of the Charlotte Division, was instituted a new Division of the Order. The number of applicants installed was 27. The Division is called "WELCOME DIVISION, No. 83," and we subjoin a list of its officers:—

James H. Whitlock, W. P.
Donald Clark, W. A.
James K. Boyd, R. S.
John Campbell, A. R. S.
William Mackintosh, P. S.
Miles S. Hamner, T.
Alexander Watson, C.
Henry Whitaker, A. C.
John Watson, I. S.
George Stinson, O. S.
John Little, P. W. P.
John Balson, Chaplain.

CORONER'S INQUEST.—An Inquest was held by Dr. Gove, Coroner, on Monday last, in the Town Hall, on view of the body of JAMES CURTAIN, which was discovered on Sunday morning, lying on the bench near the Market Wharf. The Jury after a patient and lengthy investigation, returned a verdict of "Accidental death by drowning."

J. Curtain was for many years "Mail Carrier" between St. Andrews & Robinson, which duty he performed to the satisfaction of the Postal Department. He has left a wife and large family to mourn their loss.

INDEMNITY PROPOSITION.—It has recently been proposed in Virginia, to adopt measures to drive out the free blacks from the State. The plan proposed is, to seize all the free negroes, sell them into bondage for five years, and from the avails of their labor, establish a fund to carry them out of the country, and to reduce to slavery all who shall remain in the State after the expenditure of the fund.

Is this the advance in the cause of freedom in Republican America, for 1853!

We regret to state that James P. A. Phillips, the senior Proprietor of the *Head Quarters*, expired yesterday evening. His illness, which was a long and painful one, was sustained by him throughout, with the resignation as well as hope of a Christian. (Reporter, 4th inst.)

SUSPENSION BRIDGE ACROSS THE SAINT LAWRENCE NEAR QUEBEC.—We have received a copy of "a Report on a Railway Suspension Bridge over the River St. Lawrence, near Quebec, made for the City Council, by order of N. F. Belleau, Esq., Mayor of Quebec, by William Serrell, Civil Engineer."

The report reflects the highest credit on Mr. Serrell. It has been most carefully prepared. Three sites for the proposed bridge were surveyed—one near the mouth of Cap Rouge Creek, another from Durham Terrace to Point Levy; and a third from a few hundred yards above Cape Diamond to the opposite shore. The result of which surveys or examinations is that Mr. Serrell sees the entire practicability of a bridge for railway and other travel, and that "too within the means at your (the City Council's) command." The site selected near the Chaudiere will require a bridge of three thousand four hundred feet. The plan proposed is a Wire Suspension Bridge, consisting of two massive towers of masonry built in the river in twelve feet deep of water, at average low tide: these towers to be in total height from their base, about 330 feet, and fifty-two by one hundred and thirty seven feet square at the base, battaring regularly upwards; and they will be 1610 feet apart at their centre. The height of the roadway above high water is to be 162 feet; the roadway will consist of two carriage ways each ten and a half feet wide in the clear, and a railway tract of such width or gauge as to match the railways which may connect with it; the entire width of the road being 32 feet in the clear inside the parapets. Mr. Serrell in his really interesting report shows how strong the bridge will be, tells how the towers can and should be built, alludes to the effects of ice, strength of anchors, loads which will come on the bridge and their effects, the durability of the structure, effects of lightning, and estimates the total cost at £765,317 10 11, which may be paid for in twenty years! We must have this bridge.—[Quebec M. Chron.

FROM NEWFOUNDLAND.—By the arrival of the mail-boat at Halifax, we are in possession of late papers from St. John's, but they contain little news of general interest.

His Excellency Sir K. B. Hamilton had arrived, and assumed the Government of the Colony. Loyal and patriotic addresses had been presented to his Excellency from the various religious and benevolent societies, and from the other inhabitants of the Island; to all of which suitable replies were made.

The Legislature was summoned to meet on the 31st January, for the dispatch of business.

The Sealing-out fit the ensuing spring, will be the largest that has been equipped from this colony for several years past. The Bay fleet has been augmented by a score of very superior vessels, built for the most part (we regret to say) in the neighbouring provinces.—[Harbour Grace Herald.

We regret to learn that the *Lima*, belonging to Job Brothers of this port, was lost at Dollar Cove Point, near Black Head, on Saturday last. She was bound to this port from Market. All hands, we regret to say, have perished.—[Patriot.

A friend of one of our contemporaries tells the following:—

In my young days I was extravagantly fond of attending parties, and somewhat celebrated for playing on the flute. Hence it was generally expected that when an invitation was extended, my flute would accompany me.

I visited a splendid party one evening, and was called upon to favor the company with a tune on the flute. I of course immediately complied. The company appeared delighted, but more particularly so, was a young lady, who raised her hands and exclaimed it was beautiful, delightful, &c. I of course was highly delighted, and immediately formed a resolution to serenade the young lady on the following night.

I started the next night, in company with several young friends, and arrived, as I supposed, at the lady's residence, but made a glorious mistake, by getting under the window of an old Quaker.

"Now boys," said I, "behold the sentimentality of this young lady, the moment I strike up the 'Last Rose of Summer.' I struck up, but the window remained closed, and the boys began to smile.

"Oh," said I, "that's nothing; it would not be in good taste to raise the window on the first air."

I next struck up "Old Robin Gray." Still the window remained closed. The boys snickered, and I felt somewhat flat.

"Once more, boys," said I, "and she must come." I struck up again, "My Love is like the red, red Rose." Still there was no demonstration.

"Boys," said I, "she's a humbug. Let us sing 'Home, sweet home,' and if that don't bring her, I'll give up."

We struck up, and as we finished the first line, the window was raised.

"That's the ticket boys, I knew we could fetch her."

But instead of the beautiful young lady, it turned out to be the old Quaker, in his nightcap and dressing gown.

"Friend," said he, "there was singing of thy home, and I I recollect right, thee said there was no place like home, and if that is true, why don't thee go thy home? There is not wanted here—thou nor none of thy company. Farewell."

We, and our hats, went home.

EMIGRATION.—The Government Emigration Officer at Cork has advised the Emigration Officer at St. John, that there will not be a large emigration from that part of Ireland to America this year, and that from the scarcity of shipping, the passage money will probably be higher than last season.

MARRIAGES.
Last Sunday evening, by the Rev. Samuel Thomson, A. M. Mr. Dominicus Milliken, to Miss Helen S. Shaw—all of Saint George.

DEATHS.
On the 3d inst., after a long and painful illness, which he bore with Christian resignation, Mr. Henry Haddock, in the 43d year of his age—leaving a widow and two children to lament their loss.

At Fredericton, on Thursday, 3d inst., JAMES P. A. PHILLIPS, Esq., Senior Proprietor of *Head Quarters*, Newspaper, aged 43 years, leaving a large family to mourn his loss.

TWO HOUSES TO LET.
A House and Garden, with a good Well of Water, at the upper end of Queen-st. lately occupied by G. H. Rice, Esq.
Also—A House, with a Garden Lot attached, nearly opposite the residence of J. W. Chandler. Esq.—Both well adapted for small families.—Apply to J. W. STREET.

NOTICE.
I hereby give notice that the inhabitants of the Parish of Grandman in this County, intend to petition the Legislature at its next Session, that a Bill may pass to constitute the Island of Grandman a Port, and to admit thereto and transmit therefrom all articles of Foreign growth or Manufacture, duty free.

NOTICE.
APPLICATION will be made at the next meeting of the Legislature, to incorporate a "Gas Light Company" in St. Stephen.

NOTICE.
THE STORE at present occupied by HENRY FAY & Co. to be LET on the first of May next. Apply to H. H. HATCH.

PACKET SPRAY.
THE well known Packet Schooner SPRAY, will resume her trips about the 1st of February, sailing from St. Stephens and St. Andrews for St. John; this Packet needs no puffing with respect either to the qualification of the Master or the Vessel.

The subscriber begs to return his sincere thanks for the very liberal patronage he has received for the last four years, more especially the past one; a consequence of which he has been enabled to reduce the price of freight materially for the time to come, and respectfully solicits a continuance of patronage.

Particular attention will be given as usual to all business entrusted to him, which will be executed with punctuality and dispatch.

Good accommodations for Passengers—Fare 2s. 6d., until the steamers commence running again.

JOHN BALSON, Master.
St. Andrews, Jan. 19, 1853.

NOTICE.
ALL persons having claims against the estate of the late JOHN M'DONALL, of Woodbourne, deceased, are requested to render the same duly attested within three months from date; and all those indebted to the said estate, are requested to make immediate payment to the undersigned.

MARGARET M'DONALL, Executrix.
DAVID W. JACK,
WILLIAM JACK,
10th January, 1853.

LEGISLATIVE COUNCIL CHAMBER, Tuesday, 6th April, 1852.

ORDERED, That the Fortieth Standing Order of this House be, for three months previous to the next meeting of the Legislature, published in the *Royal Gazette*, and also in a Newspaper in each County in which a Newspaper is published.

XL That no Bill, Resolution, or other Proceeding, founded upon any application addressed to the House of Assembly, be sustained by the Council, unless an application to the same effect, with such documents as may accompany the same, be also presented to the Council in General Assembly.

(3m.)

THE right of way Timber applied for by the undermentioned for sale by Public Wednesday the 1st Sale to commence (Surveyed Lots) 437 1/2 acres, except In the event of half an hour after have been offered the berths not paid sale again in the No Name, 439 Gideon Poir, 436 John M. Co, 437 Do, 438 Do

will be offered Tuesday the 1st, the respective Publicity to the Regular sale on credit will be (The right of way) 436 1/2 acres, and 437 1/2 acres, and 438 1/2 acres, and 439 1/2 acres, and 440 1/2 acres, and 441 1/2 acres, and 442 1/2 acres, and 443 1/2 acres, and 444 1/2 acres, and 445 1/2 acres, and 446 1/2 acres, and 447 1/2 acres, and 448 1/2 acres, and 449 1/2 acres, and 450 1/2 acres, and 451 1/2 acres, and 452 1/2 acres, and 453 1/2 acres, and 454 1/2 acres, and 455 1/2 acres, and 456 1/2 acres, and 457 1/2 acres, and 458 1/2 acres, and 459 1/2 acres, and 460 1/2 acres, and 461 1/2 acres, and 462 1/2 acres, and 463 1/2 acres, and 464 1/2 acres, and 465 1/2 acres, and 466 1/2 acres, and 467 1/2 acres, and 468 1/2 acres, and 469 1/2 acres, and 470 1/2 acres, and 471 1/2 acres, and 472 1/2 acres, and 473 1/2 acres, and 474 1/2 acres, and 475 1/2 acres, and 476 1/2 acres, and 477 1/2 acres, and 478 1/2 acres, and 479 1/2 acres, and 480 1/2 acres, and 481 1/2 acres, and 482 1/2 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