

FROM THE STATES.

Boston, Sept. 20th. Another fleet has sailed from Fortress Monroe for the Southern Coast.

It is reported that an additional force of 10,000 Confederate troops have marched into Kentucky.

The latest reports from Missouri is that the Rebel General Pope had taken Lexington, but this is not believed.

McClellan has issued an order forbidding firing on the enemy's pickets.

There are no signs of an immediate attack upon Washington.

The new United States L. is being rapidly taken up.

Washington, Sept. 22 To-day's Survey Chronicle contains the following notice of an important interview with the Secretary of War:

"A young man of intelligence, whose name is withheld, owing to his position and probable future movements, had an interview with the Secretary of War yesterday, during which he made the following statement:

"He was a resident of Kentucky and was appointed a Lieutenant in the Federal army."

"He had occasion to go South, where he was transferred into the rebel army. He was present at the Bull Run engagement, and he was in the army in that vicinity up to the time of his escape, a few days ago. He fled by getting beyond the lines and obtaining the aid of a farmer, who brought him along in his market wagon covered up with straw. He says Beauregard has now 185,000 men at Manassas and vicinity."

"They are all well clothed and abundantly supplied with shoes of good quality, of which there are a sample, showing a very good article on his feet. Their pay is prompt. A Virginia troops are all paid in bank bills, and all the others in gold."

"The Louisiana troops were offered the bank notes of that State or gold; the boys put no matter to a vote among themselves and decided to take gold, which was paid to them. Their actions are liberal, and, in fact, to use his own words, they have plenty of everything. He was offered and declined to join the rebel army."

Chicago, Ill., Sept. 22. A special dispatch to the Morning News, sent from Quincy at 1 o'clock this morning, says the Mail Agent to the Hamilton and St. Joseph Railroad, who arrived at 7 o'clock on Saturday night, stated that Col. Mulligan had taken command at Lexington on Friday morning at 10 o'clock.

The siege continued from Monday until the time of the surrender. Col. Mulligan and his men were without water all Thursday and Friday, and were completely exhausted. They fought desperately, but were compelled to yield to superior numbers. The Union loss in killed is said to be 800 or 900, and that of the rebels 3000 or 4000, a proportionate number of wounded.

The Kentucky Legislature.

Frankfort, Ky., Sept. 18.—The Committee on Federal Relations reported substantially as follows: Whereas the Confederate troops have invaded Kentucky and indignantly dictate the terms upon which they will retire, therefore,

Resolved, That Gen. Anderson be invited to take instant charge of this Department, and call out a force sufficient to expel the invaders.

This passed the House, and the Senate concurred, 25 to 0.

A bill was introduced to provide for the delivery of the State Arms and the protection of the Railroads.

The Senate also passed the Conkin resolution with but three days, which proposes to confine the war to the two armies, and discountenancing partisan quarrels as leading to civil war.

FOUR DAYS LATER.

RICH GOLD MINES IN THE BRITISH TERRITORY.

October Station, Sept. 13 (via Omaha, Neb.) The Pony Express, from San Francisco 4th inst., passed through here at midnight.

Business is at a stand still, owing to the election. All the principal houses here are closed, and the people congregated at the polls.

The result of the election is looked for anxiously. The election of McClellan would have a most disastrous effect on business, and endanger the peace of the country.

The election of Stanford, with another Union ticket in the field, will be considered as leading by an overwhelming majority the loyalty of the State beyond all question.

A fine crop of tobacco has been raised in Lee Angolous.

San Diego dates of the 15th ult. state that the steamship "Wagon" from Westport, Oregon, had arrived, who report a very favorable condition of things there when they left, owing to political disturbances.

The Indians were very troublesome on the route.

Oregon dates of the 26th, and British Columbia of the 27th ult., have been received.

Steamer Otter arrived at Victoria from New Westminster on the 29th ult., with about \$70,000 in gold.

Accounts from Carribea county state that nearly three months in the mines have obtained \$20,000 in gold dust. Some claims are paying as high as \$600 per day. New discoveries are being made every day, and there is considerable excitement in consequence.

quence. It is stated that one claim at Selamkama is paying from \$100 to \$200 per day, and others are reported that are doing as well.

The imports into Vancouver's Island to June, amounted to over a million dollars.

Dallas (Oregon) despatches of the 21st say that the settlers in Yreka Valley, fearing an Indian outbreak, are hastily removing their families.

These despatches seem to confirm the recent accounts from Oregon, to the effect that the Indians east of the Cascade mountains are preparing to drive the miners from the Nezperce mines.

SPICES.—The Montreal "Commercial Advertiser" says:—Federal spies are connected with several hotels here, and in other Canadian cities, and with more than one telegraph office."

Federal spies are in Toronto. Some of them make no concealment of the fact of their operations. We are told that one of these number has avowed that an organized spy system existed here and at other points of the Province; the business of "the detectives"—for so they call themselves—being to hover about hotels and other public places to mark "sympathizers with the South," to watch railway stations, and the steamboat landings, and to telegraph to Federal agents in the States the name and description of the "sympathizer" who happens to travel in that direction.

The spy gentry may find themselves in trouble unawares. Neutrality does not consist in tolerating the machinations of individuals who use the opportunities which residence in Canada affords to harass and annoy British subjects visiting the States, because, whilst here, they express abhorrence of Federal despotism. (Toronto Leader.)

NEGRO REGIMENTS.—The Washington correspondent of the Cincinnati Inquirer says there are eight full regiments of colored men, of a thousand men each, in Canada, and four more in Pennsylvania, whose services have been offered to the government. These 12,000 men have not been accepted but they have not been refused. Private assurances have been given to them that their services may be needed, and they have been encouraged to keep their organization.

CATTLE FOR THE FEDERAL ARMY.—On Tuesday last a car load of cattle were conveyed from the Moncton Station to St. John, said to be destined for the U. S. market, to supply grub for Uncle Sam's soldiers now doing duty in defence of their country. (Moncton Times.)

Prince Napoleon on the War.

A letter on American affairs appears in L'Opinion Nationale of Paris, which the New York Herald attributes to Prince Napoleon. The intrinsic evidence gives some color to the assumption, besides which L'Opinion Nationale is generally believed to speak the sentiments of the Prince. The writer in the course of his remarks says:—

"There is no question about peace or conciliation, and the public mind in the North is more opposed to it than ever. The hate between the two parties is driven to an extraordinary degree. It must even be said that the Northern States have completely forgotten the original motives of the quarrel—tariffs, negroes, &c. They have but one thing at heart—that is, the honour of the Confederation, the insult done to the flag of the Union. The South has trodden it under foot; therefore the South must be subdued. Negrophilism has always had an inconsiderable place in the quarrel, and has only been a pretext: to-day the abolitionists do not even hear pronounced. It is a war purely political, a war of passion; and it is really strange to see a people so positive, so attached to their material interest, so foreign to our traditions and errors and to our Old World prejudices, if you choose, fight each other only for a sentiment, for a point of honour, and almost through a chivalrous spirit. But there is nothing save contrast, or rather in consequence, in the United States. They vote hundreds of millions, well knowing that they will not pay them; they vote soldiers, well knowing that the soldiers will not come, and in spite of an apparently very pacific disposition, they continue with an unequalled obstinacy a war which ruins them—A WAR without object, for all this affair can have but one issue—the political separation of the North and South, and the resumption of commercial affairs, between them on the same footing as in the past."

"Prodigality and avarice, enthusiasm for the war, enthusiasm to stay at home, political fanaticism and egotistical speculations, there is the incomprehensible mélange which I have found here. I close my letter to profit by the departure of the courier."

Nova Scotia.

NAVAL INTELLIGENCE.—Within the last three months 25 War Steamships have entered Halifax harbour as follows:—

Challenger—12 guns Immortalite, 31 guns.

Mussey 40 " St. George, 30 "

Hydra 6 " Diadem 62 "

Driver 6 " Spithead 6 "

Firebrand 6 " Bulldog 6 "

Valorous 16 " Racer 11 "

Cygnet 3 " Barracouta 6 "

Hydralio 17 " Jason 21 "

Gladiator 6 " Nimble (gun boat)

Steady (gun boat)

RESCUE—Bellons (flag ship), Foudroy, Catalina, Prony, Renandin, Jerome Napoleon.

NOW IN HARBOUR—Nile (flag ship), St. George, Immortalite, Diadem, Nimble, Spithead, Jason, Racer, Barracouta. French—Helleboré (flag ship), Renaudin, Foudroy, Prony.

H. M. S. "Nimble" left here yesterday afternoon. We understand she intercepted the "Ariadne" off the harbour, and communicated orders for her to return to Bermuda and bring the crew of the lost ship. Driver to this port. The Nimble returned here again this morning.

The Bulldog sailed to-day for Bermuda.

LORD MONCK'S DUTY POINTED OUT BY THE PREMIER.—We do not anticipate that Viscount Monck will have a very difficult task. Even if by some accident peace should be restored in the United States, and the half million men in arms should be let loose upon Canada, the province is quite ready, and has full strength enough to hold its own—Viscount Monck, however, may accomplish great good by elevating the tone of public men in Canada. At present it is believed that the members of the provincial government (composed chiefly of lawyers) are not altogether innocent of complicity in those jobs which have made the Grand Trunk Railway a scandal and disgrace to the province. In the present circumstances of the United States we will not only have to maintain the dignity and neutrality of Canada, but he may foster manufactures and commerce, and above all, attract to the province that vast stream of emigration which hitherto has so unaccountably proceeded to the States of the American Union. (London Post.)

WAR EXPENDITURES IN MASSACHUSETTS.—The amount of money expended by the State of Massachusetts on account of the United States since the commencement of hostilities against the South is a fraction over \$1,900,000.

RAILWAY CONNECTION OR ISOLATION.—Events about transpiring in these Provinces, clearly indicate the time near at hand when the people of this section will have to decide whether they mean to have railway communication with St. John and Halifax on the East, and with the States and Canada on the West or not. If they continue to indulge in their Jersey supineness, the very existence of Charlotte County, the New Brunswick and Canada Railway, with the country adjacent, will be practically ignored, or at best be known only as "sleepy hollow," a fit abode of such "Rip Van Winkles" as we are. We have had a phantom called the Halifax & Quebec Railroad to dream over during the past nineteen years; shall we now make it a reality or not? It is an old proverb, and a true one, that "Providence helps those who help themselves."

There are local interests at work, backed by legislation and monied influence, which if successful, will in effect, isolate the Railways now built at so much cost, instead of making them as intended—a part of an intercolonial system.

We desire the province to incur no unnecessary expense, we ask for no favors to the detriment of others—let the isolated Railways, now in operation be connected together by the shortest possible links, then as "W. V." in the "Morning News" has so clearly shown, our railways will pay four per cent as easily as one per cent now. In regard to connecting link, we refer to the report of A. C. Morton, in 1851, in which it is stated:—that the entire distance between St. John and Bangor by the Southern route via St. Stephen, is fifteen miles shorter than by any other—besides being the line of travel most frequented between the lower provinces and the United States. So far as Provincial communication is concerned, a road traversing the short distance between the E. & N. A. Ry and the N. B. & C. Ry now built, would offer the most economical and the best adapted to the general good.

Let us show how deeply we feel, by feeling in our pockets. If need be let us renew the proposal made during the past winter by inhabitants of St. Stephen. Surely they can better afford to build a road from the N. B. & C. R. to St. Stephen at their own expense than to be left without connection—and practically "no where." Experience has shown that roads crossing each other transversely, are materially beneficial and enhance each others profits while the building of roads obliquely to each other, is a most suicidal policy.

By identifying the E. & N. A. R. as just designed with the Intercolonial Railway, the necessity of conflicting interests is obviated, and thereby the general interest of all concerned is best promoted. It is earnestly to be desired that such will be the course adapted by those to whom the matter will be referred.

The energy at present displayed in pushing forward the New Brunswick & Canada Railway, entitles that enterprise to the most favorable consideration. We would gladly leave this matter to able hands, as we shall

do, when others manifest an interest in this portion of the country, by endeavouring to elicit some action or other from those whose business it is to move in the matter.

The Head Quarters of the 18th inst contains a very sensible communication, reflecting severely, and very justly too, upon the inveterate stupidity—(we can term it nothing else as it cannot be "private interest, or groundless prejudice") of the officials of the Imperial Government concerning the resources of the Colonies. It was hoped that the visit of His Royal Highness the Prince of Wales would have revealed the fact that the harbour of Halifax was not the only water in the Provinces capable of floating a man-of-war, and that the harbour of St. John is located just where it was eighty years ago, at the landing of the Loyalists, and for aught we know, contains just as much water.

In connection we beg leave to state that St. Andrews possesses facilities entirely overlooked. It is true that the bars at the inner harbour offer obstructions to navigation, but outside of these bars in the vicinity of the Railway station at the outer harbour, all that is needed is suitable wharves extended out into deep water, to afford accommodation to all the shipping which may visit us upon the completion of our Railway to River du Loup; this will become a necessity—and we would suggest that in the meantime its practicability (of which there is no doubt) will be enquired into, and measures taken for its accomplishment. Now is the time to make preparations.

PROVINCIAL EXHIBITION.—We trust Charlotte County will be represented at the Provincial exhibition, which will be opened at Sussex on the 1st October. The N. B. & C. Railway authorities have reduced the fare, and give Excursion—and offer every facility for our up Country friends to bring their produce; they can leave Rankins Mills in the morning and arrive at Sussex the same evening. It is to be hoped that the farmers and others in the vicinity of Woodstock, will avail themselves of this safe and speedy mode of conveyance.

MEDAL WON.—The silver medal awarded to Capt. Wetmore's Company, St. George, was fired for on Wednesday, 29th of August and won by Mr. J. Kidd.

RUSSIA AND THE UNITED STATES.—In a late issue we alluded to the fact, that the Emperor of Russia, the emblem of Autocracy had extended sympathy to the Federal Government; the representative of Republicanism. We select the following sensible passage from the Emperor Alexander's dispatch:—

"The struggle which unhappily has arisen can neither be indefinitely prolonged, nor lead to the total destruction of one of the parties. Sooner or later it will be necessary to come to some settlement, whatever it may be, which may cause the divergent interests now actually in conflict to co-exist. The American nation would then give a proof of high political wisdom in seeking in common such a settlement before a useless effusion of blood, a barren squandering of strength and of public riches, and acts of violence and reciprocal refusals shall have come to deepen an abyss between the two parties of the Confederation, to end, definitely, in their mutual exhaustion, and in the ruin, perhaps, irreparable, of their commercial and political power."

Oil Explosion in Harwick.

A correspondent of the Chatham Argus under date Sep. 6, says:—

While in the act of boring for oil, I, in company with a Mr. Tomkins and a Mr. Colby, who were assisting me, left off work, and at nine o'clock a. m. stopped for three and a half hours, to give further time for escape to our troublesome visitor from beneath. We had got down near seventy feet when we stopped. Afternoon we commenced work again. I was down on the second platform, and my assistants at the surface of the ground, and we had made but a few turns of the auger when one of the most splendid and at the same time one of the most terrific explosions took place. The auger flew upward with the velocity of I would judge, six miles a minute, dashing every thing, including a heavy windlass, on of the way. All this time a column of gas and sand of four feet diameter and one hundred and sixty feet in length at least went most majestically upwards, dashing small stones to a height of at least two hundred feet. The steady howl, like the noise of a continued roar of a fifty-six pounder, went steadily on for some twenty minutes, or perhaps more, throwing the sand from the bottom far up; and so great was the force that large quantities of sand were driven some seventy rods from the well, covering the under-brush leaves with dry fine sand. At last it sunk down to forty feet when some twenty feet of water came in showing good symptoms of oil, and continued dashing and plunging in the angry hole, making a noise like the working of a steamer in an angry sea.

FIRE AT MONCTON.—The following account of a fire at Moncton we copy from the Westmorland Times.

Just as we had commenced striking off our present No. an alarm of fire stopped the press. We give the following particulars rather hurriedly:—

About 8 A. M. fire was discovered in Sime's bakery, Main Street, which spread with fearful rapidity, embracing on the Westside, Botsford's building, and two barns in rear; on the Eastside, the large store and premises of Thos. Gamble, Warren Perrigo, Widow Perrigo, and the extensive premises owned by Mr. King, formerly occupied by Mr. King, as a hotel, together with all the buildings in the rear of these, viz:—barns, stables, &c.

The weather was mild and perfectly calm, and by the most determined efforts the fire was prevented from extending farther. We owe a debt of gratitude to the younger members of the community, who, under Providence, were the means of saving much valuable property. Never did we see the boys behave better, and our only regret is that they have not a good engine, &c., for they well deserve it.

A SLAVEHOLDER ON SLAVERY.—Rev. J. W. B. Carter of East Tennessee, in an address in Cincinnati a few days ago said:—

"I am a slaveholder. My ancestors, for three generations, have been slaveholders; therefore, I cannot be charged, with any prejudice against slavery. But I tell you before, that I regard the union of the States as infinitely more valuable than all the negroes in America, and Africa too. Nay, I go further, and say that if the prosecution of this war and the perpetration of the Union require that African slavery shall die, then I say let it perish."

ARREST OF A REBEL BEARER OF DISPATCHES AT PORTLAND.—We learn from the Portland Argus that U. S. Marshal Clark of that city received a dispatch on Friday from Secretary Seward, to arrest Major John Hateman, who had been to England as bearer of dispatches from the Southern Confederacy, and who returned in the Anglo Saxon, which arrived at Quebec on Tuesday. He was arrested, and immediately sent by the Boston train on his way to Fort Lafayette.

WANTED.—I am S. Clark, Mr. Alfred Wilcox of Grand Menan and Miss Charlotte Ann Holland of Digeedeguarsh.

In Eastport, Sept. 15th, Mrs. Catherine, wife of Stephen, Munson, aged 53 years.

NEW EXPRESS ROUTE.

TOBIN'S Boston, New Brunswick & Aroostook EXPRESS

WILL LEAVE Houlton and Woodstock for St. Andrews, Eastport, Portland and Boston, via New Brunswick & Canada Railway, every Saturday. Connecting with all Eastern and Western Expresses.

Returning, every Thursday morning at 7 o'clock, connecting with stages at Woodstock and Houlton, for all parts of Aroostook and upper New Brunswick.

OFFICE—No. 5 Congress Square, Boston.

AGENTS: David Webber, Houlton; Hugh Montgomery, Richmond; Cornar, Vanwart & Townsend, Woodstock.

G. HOULTON, Agent St. Andrews, Saint Andrews, Sept. 24th—2 min

Administrative Notice.

All persons indebted to the estate of William Porter, Esq., deceased, are requested to make immediate payment to the undersigned, who has been duly appointed administrator of said estate; and all persons having claims against said estate, are requested to present the same duly attested within three months to the undersigned, or to James G. Stevens, Esq., St. Stephen.

GEO. M. PORTER, Administrator of the Estate of Wm. Porter deceased.

St. Stephen, Sept. 19, 1861—3 min

Owner Wanted.

A WOOD BOAT drift, was picked up and towed into Head Harbour on the evening of the 15th inst. The owner can have her, by paying charges, on application to us.

JOHN CLINE, WM. GALEY, JOHN R. SNELL.

Head Harbour Campobello, Sep. 16, 1861.

Ex "Hatti" from New York.

100 Bbls. Fancy Western FLOUR, 100 Bbls. E. & double R. 300 Bushels Corn, 10 Bbls. ex. heavy Mess PORK.

Sept. 18. J. W. STREET & SON.

NOTICE.

A TRIAL OF SPEED, IN TROTTING, will come off on THURSDAY AFTERNOON, at 3 o'clock, during the holding of the Provincial Exhibition at Sussex, open to Horses of any Country. Mile heats in harness, or under the Saddle, at the option of the owner.

Entrance money \$10. A premium of \$50 will be added by the Board, provided Three Horses compete.

J. G. STEVENS, Secretary P. R. of A. sep 17

NOTICE.

Persons having any demands on the estate of Thomas Berry, late of St. John, are requested to render the same within three months from the date hereof, in order to be included in the list of claims to be paid to the estate. A. G. BERRY, Adm'r. St. Andrews, Sept. 10, 1861.

LETTERS REMAINING in the Post.

A. Drews, Sep., 15, 1861. Bowers, James. Johnston, Leighton, Bigger, John. Leighton, Clara, Bridget M. Lathan W. McReynolds, D. Solop, Robert. Murphy, M. P. L. Rebacca Ann. Noyce, H. Holland, Peter. Sutherland, Hays James. Valentine, Johnson, Benjamin Ward, J. Persons calling for any of will please say "advertiser."

G. F. CAMPBELL

MARSHAL HOUSE (ON THE EUROPEAN PLAN No. 10 Marshall Street)

been handed over and union &c.

J. G. WADSWORTH, PROPRIETOR Single Rooms 37 1/2 Cts

Anthracite Coal

Best Broken and White Ash Anthracite Coal, egg size For J. W. STREET

AUTUMN ARRANGEMENTS

Through R. To and from New York, Boston, &c. to WOODSTOCK, N. B. Frezage Isle and the Aroostook INTERNATIONAL STEAMSHIP CO. NEW BRUNSWICK AND CANADA

On and after Tuesday, the 3rd Sep until further notice, parties leaving Woodstock for the Aroostook, can leave Lincoln's Wharf every MONDAY and THURSDAY and Portland same days at 8 P. M. for St. ANTOINE via Eastport; 1 arrival of the steamer at St. Andrews 1.30 P. M. to Canterbury, where meet each train for Woodstock and every Monday, Wednesday, Thursday at 5.50 A. M., arriving at 10.30 A. M. in time for to take the Eastport Portland and Boston, on Thursday. By remaining one night longer, can take the Boats to Saint-John and FRIDAY.

FARES—THROUGH TICKETS FOLLOW— On Monday for Boston by New Brunswick. Canterbury to Boston. Canterbury to Portland. Canterbury to St. John. Return tickets to Canterbury the Boston every Thursday. On Thursday by Steamer Es Canterbury to Portland. Canterbury to Portland. Canterbury to St. John. Return tickets to Canterbury the Boston every Monday. Express Parcels or Freight will be tendered to, and promptly forwarded. N. B.—Good accommodations at Hotel, Canterbury. OWEN JONES, HENRY GENE superintendent.

EXPRESS L. The Grand Conso ROUTE THE SPLENDID SEA STEAMERS NEW YORK

Will leave St. John, N. B. Eastport, Portland and On Friday, 13th Sep At 8 A. M. Returning Boston, Tuesday, Sep. 17

Fares—St. Andrews to Portland 1 to Boston 2 to St. John State Rooms

The New York" was built expressly for this route, and is one of the best of the kind now afloat. It is a host of himself I experience on Lake Ontario.

The steamer Queen will call on New York at Eastport, &c. Tickets and further information on application to C. E. O. HATHI St. Andrews, Sep. 11, 1861.

Muscovado Mol.

12 Bbls Bright Muscovado Mol article for sale by W. St. Andrews July 8th, 1861.