

**Senator Sumner's Letter.**  
The Tribune publishes the following letter of Senator Sumner which was to have been read at the Cuban indignation meeting Monday night, but which the committee state was received too late.

Boston, Nov. 16  
Gentlemen,—It is not in my power to be with you at your meeting to ask for justice in Cuba. Allow me to add that longing for immediate emancipation in this neighboring island where slavery still shows its infamous front and always insisting that delay is contrary to justice, I do not think it practicable at this moment on existing evidence to determine all our duties in the recent case where civilization has received a shock. It is very easy to see that no indignation at the dreadful butchery, inconsistent with the spirit of the age, but unhappily aroused by an illicit filibustering expedition from our own shores kindred to that of the Alabama for which England has been justly condemned in indignation, can make us forget that we are dealing with the Spanish nation struggling under terrible difficulties to become a sister Republic, and therefore deserving from us present for assistance and aid.

Nor can we forget the noble President whose eloquent voice pleading for humanity and invoking our example has so often charmed the world. The Spanish Republic and Emilio Castelar do not deserve the menace of war with us. If watchwords are needed now, let them be immediate emancipation and justice in Cuba, success to the Spanish Republic, honor and gratitude to Emilio Castelar and peace between our two nations. Bearing these in mind, there will be no occasion for the belligerent preparations of the last few days adding to our present burdensome expenditures several millions of dollars and creating a war fever to interfere with the general health of the political body. I am, gentlemen, your faithful servant,  
CHAS. SUMNER.

**REPORT OF THE POSTMASTER GENERAL OF THE UNITED STATES.**—Washington advices of the 16th inst. state that Postmaster General Creswell will shortly issue an order reducing the postage for domestic letters and packages to 8 cents. The Postmaster General has finished his annual report. As heretofore he gives an elaborate statement of the condition and business of the department during the past year, and renews the recommendations for a Government Postal Telegraph. He enforces his views in favor of Post Office Savings Banks. He makes no recommendation of subsidies to steamship lines for carrying the mails.

**A BRAVE SAILOR.**—During the last passage of the Cunard steamer *Siberia*, from Liverpool to Boston, a seaman fell overboard when this side of the Gulf Stream. The wind was blowing a gale from the northwest, and a heavy sea was running. The engine was immediately stopped, and the second officer of the ship, Mr. Arthur J. Whiteside, a good specimen of a bluff, hearty, English sailor, called for volunteers to man one of the quarter boats. His appeal was responded to, although it seemed as though a boat could not live in such a heavy sea. The officer and men pulled in all directions in hope of finding the unfortunate sailor, but, after an hour's search were compelled to return to the steamer without him. While hoisting up the boat Mr. Whiteside was badly bruised, but made light of his injuries, and only regretted that he had not saved the life of his shipmate, even at the risk of his own and others.

**THE VIRGINIANS.**—The Washington correspondent of the Boston Advertiser makes some statements in regard to the Virginians which are certainly important if true. He says it has been ascertained that she sailed from Kingston for Aspinwall under her original American papers, and instead of proceeding to the latter place, turned toward Cuba. She was sighted by the Spanish steamer outside of Cuban waters, and it is believed that the capture took place outside of English waters, so that the chase began and ended on the high seas. It also appears that since the Virginian left this country two years ago she has carried both the Venezuelan and Cuban colors, though retaining her American papers throughout. These facts are regarded as weakening the claim of the vessel to consideration from us on account of her papers or her colors.

**ADVERTISING.**—The St. John "Tribune" has some well timed remarks on advertising. It says: "The Tribune publishes all the advertisements it can get from business men or Governments, and charges for the same at its regular rates. Every other newspaper does the same. Do the hypocritical sheets that denounce others for having published railway advertisements and collected pay for it, refuse to publish them or neglect to charge their regular rates? Do the blatant denouncers of all public expenditure in which they have not shared refuse or neglect to copy Government advertisements because they are published in many other papers already? Is not the paper that cries out against others for doing Government advertising, while its own columns contain Government advertisements that were taken out of the papers it denounces weeks ago, a hypocrite—a weaker for reputation under false pretences—a journalistic fraud? We despise the cant that condemns others for taking what it is holding out both hands for itself. Newspapers should expose false pretences, mock religion, loud mouthed and empty professions of purity, and not become castrated hypocrites themselves."

**HOW THE SOUTHERN ARE BRING DISORDER.** Says the London "Court Journal":—"The habit of flourishing manufacturers, brewers, bakers, and iron masters purchasing

Scottish estates, is denationalizing Scotland. All the old hereditary chieftains are disappearing as totally as the English yeomen, and the clansmen are being discredited of their rights in the soil."

**Death of Thomas Baring.**  
A London despatch announces the death of Thomas Baring, senior partner in the famous banking house of Baring Brothers, London, England. He was born in 1800. During his life he took considerable interest in politics, representing various constituencies in Parliament, but was noted chiefly for his success as a capitalist and man of business, and for his connection with a house which has been engaged in some of the greatest monetary operations of the age. [The firm at one time owned a large tract of land bordering the St. Croix river, above Calais, which still retains their name—Baring.]

## The Standard.

SAINT ANDREWS, NOV. 26, 1873.

**THE ELECTIONS.**—From St. John papers it appears that the return of the New Brunswick members of the new Cabinet is a foregone conclusion. The Hon. Messrs. Burpee and Smith it is agreed will be elected by acclamation. But who Mr. Tilley's successor will be it is not so easy to decide. There are two candidates in the field, Mr. J. S. B. DeVeber and Mr. C. N. Skinner. Mr. DeVeber comes out as a supporter of the McKenzie administration; Mr. Skinner has been brought forward on what is called the "Liberal" ticket. Well—the people of the city know who to elect, without the interference of "outsiders."

After calmly reviewing the acts of the late Cabinet, which was composed of Conservatives and Liberals, the distinctive character of Conservative and Liberal has been lost, and can merely be revived for party purposes, which are not always the best for the advancement of the country. A fusion of opposite political parties, has accomplished much good at various periods; and the genius of the times, does not admit of all good, and all virtue, and all talent, existing in any particular set of politicians. Like everything else a mixture of new blood in politics, improves the character, brings out new points, and generally promotes the welfare of the country. Better to look at the standing, capacity, and character of candidates, than to elect one merely because he belongs to this party or to that. For we suppose "politicians" are all honorable men, at least we hope they are.

**THE SIGNAL SERVICE.**—The operations of the Signal Service of the United States during the past year, have been very gratifying to the officers having charge of its supervision. It is thought its sphere can be enlarged to the benefit of the country, and Gen. Meyer will ask Congress for liberal appropriations to bring this about. More stations at which observations can be made are said to be needed. There are now about 75 in the United States, and additional ones are desired in the Far West. The most desirable points there, however, which the office is satisfied would be important ones on account of the heavy gales and storms which originate in those regions, are not obtainable, owing to the absence of telegraphic facilities. The office contemplates establishing three new stations in the West-Indies next year, and additional ones will be added as soon as the English Telegraph Company complete its line from England, via the Bermudas and Azores, to the United States. Heretofore the money granted by Congress for this branch of the service has been for specific purposes, and no extension of the service such as would suggest itself to the officers in charge could be carried out for want of money. Important improvements will be made next year if Congress will grant the necessary appropriations therefor.

The first signal at the Station, St. Andrews, was hoisted on Monday, noon. The storm drum can be seen a long distance, as it has an old look, from its high elevation on the signal pole.

Boston has not only survived the terrible conflagration of 1872, but has entered upon the second year of her history after the fire, with a promise of future greatness well assured. Her numerous streets which were rendered desolate by the fire, and many of which have been widened at an expense of over five million dollars, have all been rebuilt with the exception of an occasional lot, and many of the structures completed. Three hundred and sixty-five edifices, of a high rank for architectural beauty and costly finish, now adorn the sites of the former spacious warehouses that crumbled in the fire, at an expense of many millions of dollars. The new city shows splendidly with its fronts of marble, brick, stone or iron as the case may be, and solidly vies with attractive grace in the whole list.

**IS TURKEY INSOLVENT?**—Late English papers report, the Turkish Empire is in a very unpleasant condition indeed—in, in fact, on the verge of insolvency, and rather than otherwise inclined to tumble over. It is said that Gen. Ignatieff, the Russian ambassador at Constantinople, when asked some ten months ago what he thought of the position of Turkish finance, answered that he would give them eighteen months. Ever since the Crimean war ended, the Turkish Government has been extravagantly getting into debt, contrary to the true rule of reducing debt and improving credit in times of peace. So far has it been from doing the last, that of the recent Turkish loan of \$140,000,000, arranged, it is said, for the purpose of consolidating the floating debt, only \$40,000,000 has been taken up. And this too, when the Ottoman Government promised to pay \$300,000

every \$270 advanced to it; and more than this, promised interest until repayment at the rate of \$30 for nominal \$500. A strange proceeding for a Government entirely at peace.

**THE REV. W. FOLEY, P. P.**, has been appointed by the Bishop of St. John, to the charge of the Roman Catholic congregation of this Parish, vacant by the death of the late Rev. Mr. Veriker. Mr. Foley preached on Sunday last, for the first time in his new Parish, with much acceptance; he is eloquent, powerful and convincing, and his oratorical powers are said to be of a high order. His health has been undermined from hard work, but it is hoped that the pure air of St. Andrews, and rest from arduous duties, will restore him to his wonted health. His late congregation at Woodstock, we learn, deeply regret his health would not permit him to remain with them.

**THE ST. ANDREWS FOUNDRY** we are pleased to state is doing a good business. The new proprietors, Messrs. Lamb & Co., are hard working, painstaking and industrious men; their recent castings of Stoves of improved patterns, mill and ship castings, are of the best and most modern styles; and the blacksmith work for durability, neatness and finish, is not surpassed by any other establishment in the Province.

The Storm of Monday was one of the worst of the season. The wind blew a gale from the South East, accompanied by a fall of about seven inches of snow, which was piled up in large drifts. The steamer "City of St. John" left here about noon. The "City of Portland" lay over during the day at Eastport, such was the violence of the gale, but left for Boston on Tuesday morning.

**OUR NEW LIET. GOVERNOR.**—We copy with pleasure the following remarks from the highly respectable and influential paper the "Boston Journal" of the 19th instant, on the appointment of the Hon. Mr. Tilley to the Governorship of this Province:—

"The Province of New Brunswick is to be congratulated, that in losing the services of such a man as Hon. L. A. Wilton as Lieut. Governor, it has another such a man as Hon. S. L. Tilley to take his place. Mr. Tilley has been long and prominently connected with the political affairs of his native Province. He has been called to fill many offices of honor and of great responsibility, and in them he has proved equal to their requirements, and has honored them by the ability and faithfulness with which he has discharged their duties. New Brunswick must be very rich in able and good men if it can dispense with Gov. Wilton's talent and ability, and the results of his long experience in the service of the Province. In the promotion of every interest of New Brunswick, tending to its educational, agricultural, social and moral improvement, he has been among the foremost leaders—and if St. John could secure him as its representative, it ought to feel itself highly honored."

**THE LOSS OF THE SHIP "WALAMO."**—The British ship "Walamo," 1466 tons burden, was lost in September last, to the surprise of all who knew her seaworthiness. In this country, says the "Chicago Tribune," the loss of such a ship would have resulted in no examination of the cause; but John Bull has a way of wishing to find out all about such matters, and to profit, if possible, by what information may be obtained. It appears that the "Walamo" was well found, commanded by competent officers, but shortly after leaving port began to leak badly, and became a total wreck. It appears that her cargo was improperly stowed, and that some iron plates were badly secured. These plates, weighing from fifteen to eighteen tons each, had got adrift, and were "cherrying" each other, so that heavy bodies were likely to do whenever the vessel's angle of inclination converted the top tier of the plates, which remained immovable, into an inclined plane, down which the loose lumps of iron could slide with varying velocities. As a matter of course, every roll and pitch brought one or more plates bumping against the "Walamo's" internal framework, and as her builders had not contemplated such a contingency, the effect was speedily seen in the shape of a large hole in her side, which resulted in the "Walamo" becoming a wreck.

**PROPOSED TUNNEL BETWEEN SCOTLAND AND IRELAND.**—For many years there have been projects more or less before the public for uniting Scotland and Ireland by means of a tunnel; and the scheme has recently been again put forward, this time, however, with some reasonable probability of its being carried out. A single line tunnel, 15 feet wide at the base, 25 feet wide at the maximum, and 21 feet high, the side walls of which would vary from 4 to 7 feet in thickness, is estimated by the present projectors to cost nearly \$23,000,000, with the approaches. The length of the tunnel would be about twelve miles, and it would extend from a point on the north shore of Ireland, near Belfast, under the Irish sea, to the extremity of the peninsula opposite, in Scotland.

**EARTHQUAKE IN PANAMA.**—Panama was visited by an earthquake on the evening of the 13th of October. There were two pretty severe shocks, with an interval of but a second or two between them. The second shock was more severe, and accompanied by a rumbling sound resembling thunder. In Aspinwall, the shock was felt about ten minutes later, and seems to have been more severely felt than in Panama. The people were much frightened, and the fear of a tidal wave added to the excitement. The duration of the shock in Panama was about four or five seconds, so that it was over before the people had time to run out of their houses. Most people

agree that the oscillations proceeded in a direction from southeast to northwest.

**BOILER EXPLOSION.**—While a commission of scientific experts are busily engaged in expending \$100,000 in discovering the occult causes of boiler explosions at one extremity, comparatively speaking, of this city, at the other end of the town a body of labourers, headed by an engineer, endeavor to lift and transport a steam boiler (with a blazing fire under it and subjected to a heavy pressure of steam) by means of crowsbars placed underneath. As a result of which (in the opinion of the engineer directing the job), and attributable to the canting of the apparatus from one side to the other, causing sudden flows of water to the highly heated surface of the boiler, thus too rapidly generating steam, a terrific explosion ensued, seven persons are slaughtered, and a dozen or more seriously wounded.

The scene of the tragedy was in Fourth avenue, near 128th street, at which point the tunnel for the underground track of the Hudson River and other railroads is in process of construction. The boiler was of the upright tube style, about 6 or 7 feet high and 44 inches in diameter. It had a square fire box, with horizontal tubes in the upper portion and vertical tubes from the top of the same to the boiler head. The fracture took place in the centre of the shell; the largest fragment, some 1,000 pounds in weight, landing in the fourth floor of a building 550 feet distant. It is stated that the boiler had been recently tested to 120 pounds pressure, and was considered in every way safe, while the engineer positively asserts that the "gaps," just previous to the accident, did not show any extraordinary amount of steam. [Scientific American.]

## SUMMARY.

Slights and sleds made their appearance on the streets on Tuesday, for the first time this winter. Several teams from the country came into town with sleds.

HARPER'S MAGAZINE for November is filled as usual with choice and interesting papers from the best writers, and beautifully illustrated. For ability, elegant letter press, and finished illustrations, it has no equal in America, and no superior in Europe.

**DENTISTRY.**—Dr. Thomas Marter will be in St. Andrews, on Saturday next, and remain a short time to practice his profession.

Rev. Dr. Neally, Bishop of Maine, was in town during the week.

—The total number of admissions to the Vienna Exhibition from the opening to the closing day was 7,250,000.

The December number of WOOD'S HOUSEHOLD MAGAZINE is replete with good reading—entertaining sketches, stories, poems, &c., &c. Its table of contents embraces "A Better Country," Mary Hartwell; "An Engineer's Yarn," Albert Williams, Jr.; "Our Party at Sea," Rev. J. S. Breckinridge; "Two Emulationists," H. M. Leisler; "Presence of Mind," Rev. F. W. Holland; several pretty poems, a charming little Cottage Design, and editorial departments embracing Our Housekeeper, Correspondence, Literary Notices, Laughing Stock, &c., &c. The engraving for this month is entitled "Old Folks."

All the above for only one dollar per year. Address,  
WOOD'S HOUSEHOLD MAGAZINE,  
Newburgh, N. Y.

**RAILWAY MATTERS.**—The Halifax "Express" says: "We wish our New Brunswick contemporaries to give currency to a fact that the Portland train from Danville Junction is in the hands of very careless conductors. The train is frequently started without notice, with no cry of 'all aboard,' and no whistle of the engine, in two cases we have seen that train started without notice. In August several passengers were left behind; and last week a lady narrowly escaped death in getting on the train which was started without any notice whatever. The complaint was made with much seriousness by many people who were present and who had seen the carelessness with which the train was moved off."

The race of conductors is getting somewhat careless, and what is more, rather contemptuous of the rights and comfort of passengers. A great quantity of baggage has during a week or two been left behind at Montreal and at Danville Junction; and very little satisfaction was afforded as to how the mistakes occurred. The check system is very valuable of course, but its value is much lessened if passengers are compelled to watch the change of their baggage at every change of cars on the through routes of travel.

The St. JOHN RIVER has been hard and fast the past week, and will remain so until the spring. Early in the week the ice at Fredericton was not very strong and several persons went through. On Tuesday one young lady was nearly ten minutes in the water before being rescued. Several vessels are frozen in. Two schooners belonging to G. W. Gerow are among the number. The Aurilla is frozen in the middle of the river at a very bad spot—between Esty's mill and Nimrod's block. She was to load for Boston. Two other schooners, and a wool boat loaded with railway iron for the River du Loup Railway, are also in the ice. [Globe.]

Madame Ochestraue, of New Sweden has been out of her "sphere," but she did the work that came to hand and did it well. Her husband was sick and unable to work, so with her own hands she manufactured a bunch of

shingles weighing over sixty three pounds. She did all the work alone—sawed the tree, sawed, split, shaved and bunched the shingles, and carried them on her back three and a half miles, and sold them at a country store for flour for the support of her family. Such colonists we can afford to be proud of.

**DIED.**  
On the 14th inst., at Digdeguash, aged 62, Mr. Thomas W. Armstrong, an old and respected inhabitant of St. Patrick, leaving a family to lament their loss.

## Ship News.

PORT OF ST. ANDREWS.

ARRIVED.

Nov. 21, Matilda, Stinson, St. Stephen, gent.

Nov. 25, Nettie, Andrews, Boston, ballast.

Nov. 11, Antelope, Byrne, Portland, 3,000 bush turnips, T. Algar.

12, Ulicia, Maloney, St. Stephen, 70 tons coal.

17, Jane, Ingersoll, G. Mann, Meal &c., 26, Robert Ross, Clark, Boston, 3,000 Sleepers, R. Ross.

Oct. 13, Bq-Hesperus, Waycott, m. Buenos Ayres, discharging.

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