

British North American Association.

A meeting of gentlemen connected with Canada and the British North American Colonies was held (Aug 19th) at the London Tavern, for the purpose of promoting the object of the Association, and forwarding the interests of the Intercolonial Railway. Upwards of 70 gentlemen were present. Mr. R. W. Crawford, M. P., President.

The Chairman stated that the Association was formed for the purpose of affording a place of meeting and reunion for gentlemen from the North American Colonies and interested in the trade therewith: an institution of this kind could not be expected to succeed unless it could be made practically useful. Various subjects of attraction had engaged the attention of the Association among which he might mention the Intercolonial Railway, subject of emigration to Canada and the other North American provinces. With regard to the Intercolonial Railway, he had been with others actively engaged in pressing this undertaking on the attention of the Government. He was happy to say that the Duke of Newcastle had addressed a despatch to the various Governors on this subject and he trusted that the Legislature would accept the proposal of Her Majesty's Government in regard to the construction of this great line of communication.

Mr. Kinnaird M. P. moved—"That this meeting has heard with great satisfaction that a convention is to be held at Quebec early in the ensuing month of delegates from the several British North American provinces, to consider the liberal proposal made by the Duke of Newcastle in his despatch of the 12th day of April last, with reference to the Intercolonial Railway, and it desires to express the hope that the necessary measures for carrying out this important national undertaking will be then adopted."

Mr. Hennessy M. P. seconded the resolution which was carried unanimously. Mr. Galt addressed the meeting at some length and said that the Canadians were gratified to see the warm interest felt by the Association in the Intercolonial Railway—Had that railway been in existence six months ago, an enormous sum would have been saved in the transport of troops. The proposal of the Duke of Newcastle was worthy of the most serious consideration on the part of the Local Legislators. His own opinion was that a confederation of the British North American Colonies would be very useful, not only as a defence against invasion but also for their own internal relations.

Their productions were almost the same, and their interests nearly identical. The colonial policy of the Duke of Newcastle deserved the warmest thanks of the Colonies, and the great interest his Grace had displayed in the Intercolonial Railway also demanded their best acknowledgements. He moved—"That this meeting desires to record its appreciation of the statesmanlike policy of the Duke of Newcastle, as Colonial Minister, and also its thanks for the ready assistance he has all times afforded to any matter in which the interests of the British North American Colonies are concerned."

This resolution was seconded by Hon R. B. Dickey of Nova Scotia who in course of his remarks said that he did so on two grounds, first because the Duke of Newcastle was the only Secretary of State who had ever visited the Province in his official capacity, and secondly because of the great interest which his Grace had taken in the question concerning the Intercolonial Railway.

Mr. B. Robinson supported the resolution. He entirely approved of the competition of the Halifax and Quebec Railway, and was very clearly that it would be the means of curtailing the military expenditure of the colony and of saving the expense of sending out troops from England. Among the great works of improvement he expected to see an overland route through Canada to the East and a continuous stream of British subjects passing from the Atlantic to the Pacific, and populating the intermediate territory. He thanked the Association for advocating and promoting the interests of Canada.

Mr. Newmarch believed the Intercolonial Railway was a necessity, but it was certain that the Legislative bodies had before them the ultimatum of the English Government as to the amount of assistance that would be given to them. That railway would confer great advantages on both countries, but under present circumstances no body of English capitalists would take upon themselves the entire burden of making the line.

The Resolution was then put and agreed to. The Hon B. Wier, proposed the next resolution, and in prefacing it he said that if the money required for the proposed railway were raised by the North American Colonies, they could not obtain it under 6 or 6 1/2 per cent; but with a British guarantee they could get it at 3 1/2. He then moved the following:

Resolved That the gentlemen now present have pleasure in recording their appreciation of the valuable services which have been already rendered to their interests by this association, and they pledge themselves to promote in their several provinces the objects contemplated by its operations.

Mr. John Boyd in seconding the resolution said that the citizens of St. John had expended \$2,000 in providing B tracks for the 6,000 British Troops, and in giving them a series of receptions and military entertainments which were unparalleled in the history of the British army. The resolution was carried.

Mr. G. F. Young moved "That this meeting is firmly convinced that the almost universal desire of the British public is to pre-

serve and strengthen the bonds which unite the British Empire with its North American Colonies: and that relying with confidence on the reciprocal disposition of the inhabitants of these Colonies to cultivate the most friendly relations with the mother country, it is of opinion, that while it is equally the duty and the interest of the Colonies to devote their utmost energies to the maintenance of their independence from all foreign interference, it is equally incumbent on Great Britain to render every reasonable assistance in furtherance of their patriotic efforts.

Mr. H. Seymour M. P. seconded the resolution which was carried unanimously. The proceeding terminated with the usual vote of thanks to the chair which was proposed by Mr. Scholefield M. P., seconded by Mr. E. Watkin, and carried by acclamation. —Abridged from London Times.

FROM THE STATES.

It is generally conceded in Washington that the Confederates are extending their lines into the Virginia Valley with a view of crossing into Maryland, and the impression still prevails that they will make the attempt.

The position of the Federal army around Washington is identical with its position before the invasion of the Peninsula.

Reported that the Confederates crossed in some force near point of Rocks, and then recrossed.

An individual reports that Jackson entered Leesburg and is pushing for Harper's Ferry, and that Longstreet is marching in the same direction.

The Union men at Leesburg are escaping into Maryland.

The Federal troops have partially evacuated Aquia Creek the gunboats remaining.

A captured Confederate mail confirms the report of heavy Confederate losses in the late battles, including Gen. Elwell.

Baton Rouge is not burnt, but the Federals have evacuated it, two gunboats only remaining off the town.

Confederates threaten New Orleans, Breckenridge and Van Dorn, with a force variously estimated at from twenty to fifty thousand reported advancing on it, and Gen. Butler is making great preparations for the defence of the place.

Sept. 8th. Jackson's army crossed the upper Potomac on Friday night and occupied Fredericks City, taking possession of the Baltimore and Ohio Railroad, destroying the track, etc.

They feel confident of receiving large accession in Maryland.

Gen. Pope is relieved of command at his own request, and will prefer charges against several Generals for disobedience of orders.

Five thousand Confederates arrived at Boyd's Station on Friday.

Copper Ore.—There is now lying Leavitt's wharf a schooner having on board about 40 tons of Copper Ore, from which it is expected that between thirty and forty per cent of pure Copper can be extracted. This material was obtained from Simpson's Island, Charlotte County, about six miles distant from Eastport, Me. It is found in a narrow belt of land extending over a greater portion of the island. Much of it is like sand, except in color, and can be shovelled out without the slightest difficulty. The Company who have secured the island is composed of persons belonging to this City. They are now having the material so far obtained, barrelled up for the purpose of forwarding to England, where the pure metal will be extracted in the furnaces prepared for such purposes, and no doubt their researches and labors will be richly rewarded. The specimens we have seen indicate uncommon richness.

—[Courier.] Masonic.—Robert T. Clinch, Esq., has been appointed to the office of Deputy Provincial Grand Master of the Grand Lodge of Free Masons in New Brunswick, on the Registry of England, vacant by the death of A. K. Smedes Westmore, Esq. Mr. Clinch will doubtless discharge the duties of the office creditably alike to himself and the Fraternity.

DECK LOAD LAW.—Intelligence has been received from England that a Bill repealing the 170th, 171st and 172d, sections of the Customs Consolidation Act, commonly known as the Deck Load Law, has been agreed to by Parliament, and received the Royal assent on the 29th July last. Hereafter vessels can carry unrestricted deck loads of deals and timber during any part of the year from the British North American Colonies to Great Britain.

NEWFOUNDLAND.—The fisheries in Newfoundland, so far, have not been, on the whole, successful. Reports from various out harbors state that in some places the catch has been good, in others bad, and more indifferent. Altogether the catch will be below the average. The crops over the Island are reported very favorably of, except grain, which, it is feared will not turn out well.

With feelings of the most profound sorrow we learn that the report of Mr. Perley's death, alluded in the Courier last week, is confirmed by intelligence received from his son, Mr. George H. Perley; remains were interred at Port-au, on the coast of Labrador. —[Courier.]

THE WHEAT CROP IN NOVA SCOTIA.—In various parts of Nova Scotia, so we learn from the Pictou "Standard" the devil is very destructive this season, in some instances whole fields have been destroyed by it. The

grain aphid which made its appearance last year is also very numerous this season, and infests the grain fields, particularly oats, to an alarming extent.

Mr. William Thompson, of Wolfville, N. S., has sent to Halifax a quantity of potatoes, Early Whites, full grown, which are a portion of a second crop raised on the same piece of land this season. Mr. T. has planted a third crop, which it is said will have plenty of time to mature.

ANOTHER SLAYER CAPTURED.—The Spanish schooner Concepcion was captured off the river Congo by a British cruiser, and sent to St. Helena, where she arrived on the 15th of July. She had 195 slaves on board, of whom eighteen died on the passage.

Buckwheat, when sown on rich ground will kill grass effectually. It must be sown as soon as the ground is ploughed. Buckwheat seems to be poison to other plants, and it is even known to destroy the roots of the grasses and herbs on which they feed. No insect touches buckwheat in the ground.

The Standard.

ST. ANDREWS, SEP. 10, 1862.

The Steamship Norwegian with dates to the 28th, from Liverpool, has arrived.—Little is said in English journals on American affairs.—A conflict had taken place near Riggio between Garibaldian and Royal troops.—Important military movements by France are predicted.—The Funds were depressed by Italian affairs.—Cotton market 1 1/2 to 2 1/4 d. Breadstuffs dull.

INTERCOLONIAL RAILWAY. One of the most important meetings which has ever taken place in these Colonies, will be held this month. The Governors of Canada, Nova Scotia and New Brunswick, with delegates from their Councils, will meet at Quebec, for the purpose of deliberating upon the proposition submitted by his Grace the Duke of Newcastle, in April last, for the purpose of building the Intercolonial Railway, and secondly, a union of the Provinces—for these two subjects are intimately connected with the future welfare of the Colonies.

The question of route is unlikely to be one upon which there will be any serious difference of opinion, as far as this Province is concerned, as it is well understood, the line via the Douglas valley, connecting the European & North American, and New Brunswick & Canada Railways, and thence to Riviere du Loup, is not only the most direct but cheapest route. Again this line will serve the interest of the other Provinces and place New Brunswick in a position that at any future time, when able to do so, to connect herself with the Railways of the States. A difficult matter to arrange, will be the proportion each Province will be willing to bear: Canada will derive the most advantages commercially and otherwise from the building of the Road, and should consequently bear a larger proportion than Nova Scotia or New Brunswick. Let us hope at all events that the necessary measures for carrying the important undertaking of uniting the Provinces by the iron bands of Railway connection will be adopted. In another column we have given an abstract from a lengthy report in the London Times of the 14th August, of the proceedings of the "British North American Association," where the subject of the Intercolonial Railway, formed the principal topic of discussion, and was ably advocated. The St. John "Evening Globe" of the 5th inst. has an excellent article from a correspondent, on the same subject, which we are unable to publish today for want of room.

We give the news from the States, as received. It is now admitted by the Northern papers that the Federal forces have been defeated. The latest news is that Gen. Jackson is in possession of Frederick City, Maryland, which is connected by rail with Washington distant 44 miles, and Baltimore, 60 miles. When will this fratricidal war end.

NEW CHURCH.—The Baptist denomination in this town, have purchased ground and purpose erecting a Church during the present season. The design for the building is of the Gothic order, and we have no doubt from the energy and zeal of our friends that their building will be an ornament to our Town.

We regret to learn that M. H. Perley, Esq., died at Port-au, Labrador coast, on the 17th August, from an attack of gastric fever, aged 58 years. Mr. Perley was a man of varied talents, thoroughly acquainted with the resources and capabilities of this, his native Province, and for several years, held the appointment of Fishery Commissioner.

NEW BRUNSWICK AND CANADA RAILWAY.

The Half-yearly General Meeting of Shareholders was held at the Company's Office, No. 5, Whitehall, London on the 21st day of August, F. Edwards, Esq. in the Chair.

The Report, which had been circulated among the Shareholders, was taken as read.

On the motion of the Chairman, seconded by Mr. Maudslay, it was Resolved—That the Report, with the Statement of Accounts, and Balance Sheet appended thereto, be received and adopted.

On the motion of the Chairman, seconded by Mr. Field, it was Resolved—That the Directors be, and they are hereby authorised and empowered to make such further financial arrangements, by temporary loans, for meeting the liabilities of the Company, and for providing the necessary plant for the service of the Railway, upon such terms and as they may deem expedient.

Mr. Henry Maudslay, who had recently returned from New Brunswick and Canada, gave a short account of his tour, and reported the condition of the Railway, and the country served thereby, from his own personal observations. He also bore testimony to the necessity of an increase in the Rolling Stock.

On the motion of Mr. Field, seconded by Mr. Tegg, it was Resolved—That the thanks of the Meeting be given to Mr. Maudslay, for the information and explanations he has just given.

The New Bark, built by Mr. Oliver Ridout Bay Side, is to be launched this day at high water. She is said to be a well built vessel and to be commanded by Capt. Walter Soelligrove of this Port.

BLACKWOOD'S MAGAZINE for August, has been received from Messrs. Leonard Scott, & Co., the American publishers, New York.

The contents are:—Chronicles of Castelford: Salem Chapel—Part VII, A Skye Lark, Caxtonians.—Part VI, No. X.—On the Moral Effect of Writers.

Victor Hugo's Last Romance, The Rights of Woman, Sermons, Across the Channel, Ten Years of Imperialism.

A telegraphic item comes from California stating that a waterspout burst in the sparsely settled portion of Los Angeles county on the 13th of August, fifty miles from the ocean, filling the long ravine with water fourteen feet deep. A man and a woman riding in a carriage were caught in the flood, and the woman and horse drowned. The man floated more than a mile to a place of safety.

Child-murder has for the last few years increased in England, and has become in London, as we are told on good London authority, "an affair of almost daily occurrence."

Anthony Burns, whose surrender as a fugitive slave in Boston a few years ago, created so much excitement at the North, died at St. Catherine's, Canada West, where he was pastor of a Baptist church, on the 27th of July.

MORRIS TROOPS.—The 4th, 5th, and 6th batteries of the 18th Brigade Royal Artillery, embarked at Woolwich, Aug. 19th, on board H. M. steam troop ship Megaira, for Halifax and Canada. It said that the military authorities here are seeking accommodations for an increased number of troops.—[Globe.]

DISGRACE?—The clerks, civilians, and others who went out from Washington to help our wounded, made the occasion one for a disgraceful frolic. They got drunk, and when a panic arose seized the ambulances and rode off, leaving the wounded to suffer.—[Boston Journal.]

The English steamer "Leyd," from "Havana" via Nassau to Havre, with full cargo of cotton, put into Halifax harbour on Wednesday night for coal.

On her recent trip the steamship "Great Eastern" brought out from England 1400 passengers (\$61 in the steerage) and 3000 tons of merchandise.

Schr. Ouslow 81 tons English, (about 130 tons American,) Capt. Choiset from Parraboro, bound for Cork, Ireland, loaded with deal parted chains and wenchstones at Seal Cove, Grand Manan on Saturday night last. Vessel full of water, condemned and sold.

ARRIVED. On Wednesday morning, 3d inst., at the residence of Robert Stubs, Esq., Amherst, Cumberland County, Nova Scotia, by the Rev. George Townsend, A. M., Rector of Christ's Church, Amherst, Joseph Moore Esq., M. D., to Mary Emma Ann, only daughter of the late John Stubs Esq., of Columbia, South Carolina.

DIED. On the 2d inst., Charles DeWolf, infant son of Thomas and Eliza R. Wren, aged 18 months.

At Newlands, St. John, N. B., on Sunday, 31st ult., Francis Amells, relict of the late Colonel Drury. Mrs. Drury was born in Saint John, on the 17th July, 1787, and was the last surviving child of the late Hon. Wm. Hason.

CARD.

THE Subscriber desires publicly to express his sincere thanks to Captain Douglas Westmore, and other gentlemen of St. George for the kind and cordial greeting extended to him on his return from the prize shooting match at Prince Edwards Island.

St. Stephen, Aug. 25, 1862. JOHN MARKS.

New Brunswick, Charlotte Co. To the Sheriff of the County of Charlotte, or any Constable within the said County, Greeting:

WHEREAS George M. Potter, administrator of all and singular, the Goods, Chattels and credits of William Porter, late of the parish of St. Stephen, in the County of Charlotte, hath prayed that License may be granted to him to sell the real Estate of the said deceased for payment of debts.

You are, therefore, required to cite the Heirs and next of kin of the said deceased, and all others interested, to appear before me at a Court of Probate, to be held at Saint Andrews on Tuesday, the seventh day of October next, at eleven o'clock in the forenoon, to show cause why the said License should not be granted.

Given under my hand and the Seal of the said Court, this first day of September, A. D. 1862.

JAMES W. CHANDLER, Judge of Probates. GEO. D. STREET, Register of Probates.

NOTICE.

ALL taxes for the town and parish of St. Andrews remaining unpaid on the 1st October next will on that day be handed over to a Magistrate for Collection.

St. Andrews, JAMES STEVENSON, Sep. 3, 1862. Coll. of Rates.

APRIL SESSIONS, 1862.

ORDERED, that—Applications for Wholesale and Tavern Licenses shall be made to the Clerk previous to Friday at 9 o'clock in the forenoon of the Court week. Such application shall state the name of the applicant, the description, the place, and of the building in which it is intended to sell, and the applicant shall furnish any other information which the Court may require, and the Clerk shall publish the notice in a Newspaper of this County.

St. Andrews, Sept. 8, 1862. W. HATCH, Clerk.

BAZAAR.

A BAZAAR in aid of the Funds of the Scotch Church will be held on the 23rd September, at St. Andrews, in the large and commodious building near the Railway Station, owned by C. M. Green, Esq., on which day there will be an Exhibition on Richmond. The doors will be opened at 8 o'clock a.m., and will continue open until 1 o'clock p.m. The refreshments of the evening will be at 3 o'clock p.m. Fare door and back 1 sh.

In the same building in which the Bazaar is to be held a good substantial Luncheon can be obtained at a moderate price from 10 o'clock till 3, and Refreshments of all kinds throughout the evening, including Tea and Coffee.

It is hoped that Steamboat Excursions from St. George, St. Stephen and Chatham, to St. Andrews, and back will take place on the above named day. Tickets of admission 12 1/2 cents—to be had at the door. Doors open at 1 o'clock. St. Andrews, Sept. 9, 1862.

NOTICE.

WHEREAS Mary Barby, my wife, has left my bed and board without just cause, I hereby forbid all persons from trusting her on my account, as I will pay no debts of her contracting. St. Andrews, Sep. 8, 1862. WM BARBY.

LONDON AGENCY OFFICE, and depot for Foreign Wines, 135 Prince William Street, St. John.

Received of George G. Roberts from London, 2 Cases Chateau Lafite, 7 Cr Cases and 2 Octaves Port and Spanish Wines.

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SAINT PATRICK'S AGRICULTURAL FAIR.

The Annual Fair of the St. Patrick Ag. Soc. will be held at Mr. Thomas on the 14th day of when the following Prize will be offered for competition. N. v. d. after the hour of 11 Articles.

Best Mare and Foal, Best 2 year old Colt, Best 2 year old Cow, Best 3 year old Heifer, Best 1 year old Heifer, Best Heifer Calf, Best Bull under 3 years, Best Bull Calf, Best 3 year old Steers, Best 1 year old Steers, Best pair of Steer Calf, Best Ram under 4 years, Best pair of Ewes, Best pair of Ewe Lamb, Best Boar.

Best spring Sow Pig, Best Bushel Barley, Best Bushel Oats, Best Bushel Buckwheat, Best Bushel V. heat, Best Bushel Grass St, Best Bushel of any of, Best Bushel Turnips, Best Bushel Apples, Best Bushel Carrots, Best Bushel Beans, Best Bushel Peas, Best Bushel Beans, Best 2 pair of Socks, Best 2 pair of Mittens, Best 2 pair of Gloves, Best 10 yds Cloth all, Best 10 yds Satinets, Best 10 yds cotton & 2 1/2 d.

Best 10 yds cotton, Best 10 yds 3/4 d, Best 10 samples of B sample, Ploughing match 2, All stock and other to be bonified the prop, All seeds entered, The Ploughman in teamster allowed to be a teamster, each plough.

The Threshing machine of one year, the rent in advance, August 27, 1862.

ALL persons having of Hiram Thompson County of Charlotte, present their accounts signed within three months persons indebted to the immediate payment to.

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