R GOODS DESCRIPTIONS. additional supply of ENTS, ROCKER SKATES; ats. THIGH BOOTS All of nirty cents to ten do ars. Wholesale and Retail.
Z. G. GABEL. ent Metal, Anchors,

S common and refined IRON as'd : tons Scotch Pig Igon : rted sizes; ate and Hoop Iron, assorted : Cast Steel; Hoop L and CCND.;

s, ass'd, ICW, IC, IXX, ng Chain, 3-16 to 1% in : 1 1 7-16 in., 90

ock Anchors, assorted : kes, ass'd 4 to 10 in. Bellows, 28 to 36 in.; verpool Oskum. sale at low rates. WM. & GEO. CARVII L,

FELLOWS & CO. DS. arrived. FELLOWS & CO. L SEEDS, ar ived. FELLOWS & CO. INETIC MACHINES

RTE AND MUSIC AREROOM. MUSIC.

ent of New and Fashionable or PIANO-FORTES, of Chickpectfully solicited.
A. LAURILLIARD. PAPER.

of Sheathing and Carpet PAPER FRANCIS COLLINS,

Raisins. KAGES Layer RAISINS, in R P. & W. F. STARR. and Brushes. ED-20 cwt. of the best Lon NG; 5 cwt. of GLUE; and a hitewash BRUSHES; together rub Brushes, that I can sell as arket. For sale by

King Square. RDWARE. lrus," from New York: MAN has received 4 cases, con-Rein and Tug Snaps Bedstead Pot Stands, Saw Rods, House A Thumb Latches, Chest Han-Axle Pullies, Shelf B ackets, Plate Castors, Butt Hinges, Cur-Front Door and Sliding Door , &c., \*c. BARL DW'S CORNER.

CLOTHS ican Clothing Store,

SIDE KING STREET. ships Africa and Asia, via ment BROAD CLOTHS, Mel-gonal Cloths, Fancy Tweeds and ich will be made up to order in. le styles, at the shortest notice le terms, R. HUNTER. ing Twines.

h Roperie Company, per steam-Scotian at Portland:— TROUT TWINE; 000 fbs. Nos. 1 and 2 fine Trout Twines; IN STORE:— rt's No. 10 One Salmon Twine;

nd Pollock LINES. ouse Builders.
ED-20 rolls Dry and Tarred:
G PAP, R;
id Rim LOCKS, (Reversible); OOF PAINT. Which will be

C. G. BERRYMAN, rlow's Corner, 5, King stree Foot Stools, CARPETS OIL CLOTHS.

JOHN HASTINGS. id will be ready in a few days

eekly Freeman" Evenings : contains the latest \$1.50 in advance; Single Four Cents.
T. W. ANGLIN,
Bditer and Progresser.

Vol. XV.

Saint John, New-Brunswick, June 23, 1865, tal was the Bill was the Bill was the Brunswick, June 1865, tal was the Bill was the Brunswick and his blank to the Brunswick of the B

At the the reduction characteristic company will all color your line to the boundary, accure the Government grant of the boundary, accure the Government grant of the boundary, accure the Government grant of the boundary are prepared to execute the work, port of the grant of the grant grant grant of the grant gran set forth. These arrangements for mon the part of our Company are on the
of a through line from Bangor to St.

where the connection between St.

We have no objection that the Western Ex.

St. TILLEY.

We have no objection that the Western Ex.

61 of which are on the Main line, and 30 miles ney on the part of our Company are on the basis of a through line from Bangor to St. John, completing the connection between St. John and Boston.

With the highest regards.

and, through Mr. Poor chiefly, it set to work to get agrant in aid from the Maine Legislature.

This it obtained. It next sought aid from Massachusetts, and then applied to the General Government for aid; but this is all it has yet less of the whole continent, done as far as we know. There is no evidence the people of St. John that sealing has been subscribed, or that a dollar has been subscribed, or the fact to be so ready to undertake the seed of \$2,335 per mile; or the Line from Augusta to be so ready to undertake the seed regard as right, and then company as the determination before the people of St. John that the set many contributed, the past year at the people of seed to raise as stock, and that they are proposed to raise as stock, and the they proposed to raise as stock, and the theory moment of the determination to the question of into the question of into the question of income, it may be sufficient to as y, that on the Line of the Maine Central to as y, that on the Line of the Railroad from Banger to Danielle Junction on the Government to the people of the same and forfet when the set and they controlled. The sound in the doctor ment will find the road, and to leave the rail to a y, that the elegal rights are employed the sound in the to do so, and to leave the rail to prove the train to the visc so the past year at the people of

we have not more as do not me and to be interested in the work, but it would be says, the was still to be interested in the work, but it would be says, the same Company, who, if they chose to interest of the work but it would be says to the work but it would be says to the work but it would be says to the work but it is sailly appeared to the work but it is would be says to the work but it is sailly appeared to the work but it is sailly appeared to the work but it is sailly appeared to the work but it is would be says to the work of the work but it is sailly appeared to the work of the work but it is sailly appeared to the work of the wor

a certainty that this Company would complete touching the Rail way policy of your Province, the work. But if, as is not improbable,—as has frequently been the case,—this Company, after expending a few thousand dollars, found the construction bonds unsaleable and called on the case of the case

President of the E. & N. A. Railway Co. of Maine.

This is all a very off hand sort of proposition, and it may be very ungenerous to require tions in our behalf we are now asked to rely—

The interest of this sum is \$124,200 per annum, and if the Province pays its \$80,000 per year to be earned to make that the gentleman who, in a few brief words, we republish in full from the Journals of our good the interest courts cost. Presented in the proposes to arrange so important a matter, House of Assembly the proposition made by should go a little farther and explain to the Mr. Poor to the Government of this Province attisfaction of this public how his proposal is about eighteen months ago. This shows that to be carried out; but the circumstances of the at that time the Company, while contemplating case absolutely require that this should be a series of operations quite stup indous, had no Total, 766

3,240,000

Western Extension.

Perhaps it would be as well to copy in fall in you one cles in St. John is so ignorance of the masses and the disposition of the work of the masses and the disposition of the work of the masses and the disposition of the work of the work of the masses and the disposition of the work of the masses and the disposition of the work of the masses and the disposition of the work of the masses and the disposition of the work of the masses and the disposition of the work of the wor

that opinion. A few of these gentlemen are, we believe, sincere, but the majority care comparatively little about the road. They may be assured, however, that their policy is perfectly understood, and that all their dodges

The same procedure of the same procedure of

have since seen and heard tends to confirm even tendered a surrender.

and manœuvres will not effect the object they decide is a very simple one. They have been desire. Western Extension will be commenced asked by the citizens to aid the European and American Railway to the extent of done. The Company Mr. Poor professes to money; that they were to buy up all the rail
done. The Company Mr. Poor professes to money; that they were to buy up all the rail
stantage of the cost, \$13,090,000

or \$17.776 per mile, requiring a net income of all their paltry

North American Railway to the extent of \$16,000 per annum to pay six per cent. on tricks, and their shallow artifices will be but \$400,000. Will they, or will they not do so the read shall solve.

onstruction bonds. We have as yet seen no evidence that they have more capital now than they had then, or that they ear afford any guarantee whatever of their ability to complete the work. All is true it would matter little to the Promose how many Company bonds were issued, or at what price they work. But sif, as is not improbable,—as has a certainty that this Company withat this Company winds the work. But sif, as is not improbable,—as has free work. But sif, as is not improbable,—as has formulable bearing in the score work in definitely. The control to the free work in definite to the work. At the score work in definite to the man to the the work. At the score work work with the Facility Bill of 1864, and they are guite parted to the provinces the mount; state the work. At the score first perfectly satisfied the work in the facility with the Facility with

But says the Journal:—
"Mr. Anglin, in attempting to kill the Comdone. The Company Mr. Poor professes to represent has been in existence for years—dormant the greater part of the time—and has as yet done nothing. Some time ago it suddenly awke to the necessity of making new efforts, and the respective amounts expending and the respective amounts expending and the respective amounts expending and right, but to libel the local company as reacted in corporated, and the Government is get a great in mile to find the means, and opposing an effort with they were to buy up all the rail-safe who placed themselves in bondage thereon, and from which tricks, and their shallow artifaces will be but tricks, and the greater of the time and has as tright to be crowned with success, and at less cost to the Provinces to be themselves in bondage thereon, and from which tricks, and their shallow artifaces will be but tricks, and the main the main the main tricks, a

Globe says:—

bush, and all the editorials that all the papers which appeared in the last Gazette, are some four or five names of Catholics, and this throws

pital joke" truly.

We have no objection that the Western Extension should be built by a Company; but
our St. John Company, although there are
many very respectable men in it (men by the
way who hardly suspect what use the wire
pullers want to make of them) evidently are
figured by the strength of the interest.

Nova Sectia has 91 miles of Railway built,
51 of which are on the Main line, and 30 miles
of Branch Road. It requires 69 miles of new
road, according to Robinson's Survey, to fill
the majority of those who call themselves the
majority of those who call themselves the
Railway Company are much more desirous of
are required to complete the European and
western Exthat preceded it.

Company at once show to the Common of the men's uspicion that
the men's uspicion that
the men's average from the men's uspicion that
the company never have surrendered their
Company are onto the Main line, and 30 miles
of Branch Road. It requires 69 miles of new
road, according to Robinson's Survey, to fill
the majority of those who call themselves the
they have. For purposes which, perhaps, they
so onld explain, if they would, they have passed
the strength of the interest.

The Company never have surrendered their
Company are not believe that
they do not the
Company at once show to the Common
council their sality to accomplish the work of the Tennat League from the men's user of the themselves which, perhaps, they
fell they do not the Company at once show to complish they once show to decomplish the very
they have. For purposes that ability? Are the prosfell that preceded it.

The Company are men benefit that
they do not the Company are not essent that
if they possess that ability? Are the prosfell the company are much more desirous of
the salow they have passed
for the men control of the themselves which, perhaps, they
have passed from the men's average from the work of an incendiary, about which there is some doubt—might have taken place if no such "Mr. Anglin, in attempting to kill the Company, and to prevent the Common Cou cil from aiding the work, occupies a most unenviable position. He is opposing the avowed policy of the Government of which he is a member; throwing out charges of political recklessness which he can not establish, and which are utterly unfounded; he is pursuing a decide is a very simple one. They have been shot at, and their premises course which may yet compel the Government istence, have been shot at, and their premises to undertake a work for which they may be burnt by the unfortunate serfs who placed