

FROM THE STATES.

Boston, Nov. 18. Heavy revenue frauds have been discovered in this city, and three distilleries seized by the Government, valued at \$1,800,000.

It is asserted that President Lincoln seriously contemplates issuing another Proclamation of Amnesty to the rebels.

Richmond papers of the 15th announce the evacuation of Atlanta by Sherman, and express great surprise at the step.

No official advices have been received from Sherman for a week past.

Rebel papers state that 200 Irishmen, captured from the Federal ranks, have joined Hood's army.

The receipts at the National Sailer's Fair in Boston already amount to over \$130,000. Gold opened at 21 3/4.

Nov. 19. Richmond papers of Wednesday contain speculations in regard to Sherman's movement, but appear ignorant as to his destination.

Some of them express opinion that he is bound for Mobile. It is rumored that he occupies Macon, Georgia.

Grant's army still remains inactive, with the exception of picket firing.

A report that Beauregard is advancing on Memphis creates excitement in that vicinity. Preparations are being made for the defence of the city.

The rebel Gen. Breckenridge is reported to have defeated Gen. Gillen in Tennessee, capturing four hundred prisoners.

Contributions for furnishing the army with a Thanksgiving Dinner are on scale of great liberality.

Cotton at New Orleans 116 and 125. Gold-21 3/4.

Nov. 21. Newspaper advices state that Sherman's army left Atlanta, in two columns, one on the 9th, the other on the 12th, moving eastward, the former via Macon, and the other towards Augusta.

The first column was heard from on the 14th, and had then advanced 70 miles on the road towards Macon, driving everything before it, and destroying everything as it went.

Atlanta is reported to be in ruins, and its streets will be overgrown with grass.

Gen. Sherman issued an order to his troops that they were expected to subsist on the country through which they marched.

A rebel shell fired from the defences at Charleston struck the gunboat Pontiac, killing 7 men and wounding several others.

Gold 21 3/4.

The Confederates made sad havoc among the Federal gunboats, transports, and stores on the Tennessee river.

Colonel May, of Louisville, who was present at the attack on Johnsonville, Tenn., writes as follows:—"On the 4th inst., after several days skirmishing, the rebel batteries opened fire upon the gunboats and transports collected at Johnsonville wharf.

In a short time the three gunboats were reduced to a complete wreck, and the Federal commander fearing that the transports with their cargoes would fall into the hands of the enemy, he called a council of war, at which it was decided that the transports should be destroyed.

The order was at once given, and in a short time the boats, ten in number, were wrapped in one sheet of flames. The flames were communicated to the barges which were loaded with government freight, and in less time than it takes to record it they fell a prey to the devouring element.

The wharf at Johnsonville was covered with government freight and the flames were soon communicated to it. Men were detailed to subdue the fire, but they would no sooner make their appearance than the rebel batteries and sharpshooters would fire upon them.

The fire next communicated to the Government warehouse, which contained 650 tons of provisions. Not only were the boats and barges with their contents destroyed, but all the freight on the wharf and the warehouse together with its contents, were one heap of ruins.

As the immense conflagration was raging with unabated fury, the rebel batteries kept up one of the most terrific cannonades ever heard, shot and shell bursting forth from the mouths of over thirty 20-pound Parrot guns.

The scene during the entire Friday evening, and to a late hour in the night was grand and terrific. The amount of property destroyed, including the boats and barges, some forty in number, is estimated at about \$6,000,000.

that the drafted priests should be released on parole, to report when called upon by the Secretary of War. This is considered as equivalent to a release all claim to service.

ESCAPE OF A SLAVER.—On the 9th of October, the steam frigate Niagara overhauled a suspicious steamer in the English Channel flying the Spanish flag. Her papers showed her to be bound for Matamoros.

The Savannah, which was near by, was dispatched to London with copies of her papers, to receive orders from the American Minister as to whether the steamer should be sent home as a prize or released.

Her cargo consisted of quinine, shoes, blankets, &c., worth some \$700,000, without including the value of the ship herself.

On the following morning the Minister, Mr. Adams, telegraphed to release her, which was done, and that night, after she was miles and miles beyond reach, a messenger arrived from London, saying that a second dispatch had immediately followed the first directing her to be held and sent home, as she was a notorious slaver called the Cicerone.

But as this last dispatch never arrived, she, of course, got away. Thus was a snug sum of prize money taken out of the pockets of the officers and crew by the bad management of an English telegraph company.

According to the Toronto Confederation correspondent of the Halifax Chronicle, the Hon. George Brown has left with the Scheme for England where promotion awaits him.

The Hon. George Brown has left this city en route for Europe. Dame Rumour says that he is commissioned by the Canadian Cabinet (if not the Delegates besides) to see what favor the new scheme will have at the Court of St. James.

If such is the case, a better man could not have been chosen for this subject, as he has the details of the movement indelibly impressed upon his memory, and there are few men who are more able to lucidly and explicitly impart to others what he knows himself.

It would not surprise us, Canadians, if he returned to this country, not as the Hon. George Brown, but as Sir George Brown, and certainly no man more richly deserves the favour of that Queen to whom he has ever been most loyal.

SERIOUS CHARGE.—Wm. Johnson, captain of a Nova Scotia schooner belonging to Cornwallis, and Peter McDougall, one of the hands on board, were taken into custody yesterday morning by the police on a charge of plundering the woodboat "Marco Polo," a Grand Lake clipper, and divesting her of her blocks and rigging, securing them in their vessel with felonious intent.

It appears that the "Marco Polo" was being taken through the Falls, she upset and drifted down to the Market Slip, where this Nova Scotia schooner was lying.

The men alleged that, finding the woodboat adrift they got off her rigging, and stowed it away, intending to advertise it in the morning, but that they were arrested before they had an opportunity of doing so.

The rigging was found cut up in short lengths, stowed away in a boghouse. The men were remanded to take their trial on Monday at 12 o'clock.

The law imposes a penalty in such cases of not more than fourteen and not less than three years imprisonment. Mr. Campbell is counsel for the prisoners. Considerable interest will probably be manifested in the trial, as the accused appear to be quite respectable persons.

ENGLISH WEEDS AT THE ANTIPODES.—In New Zealand, a country enjoying a somewhat similar climate to our own, our common English weeds or plants are supplanting the native Flora at a most extraordinary rate.

The water-cress of our brooks has become a positive nuisance to the New Zealanders; indeed the rivers of the country threaten to be choked up by the intruder.

One stream, call the Avon, is so filled with water-cress that the annual cost of keeping the river free from the weed and fit for purposes of navigation is said to exceed £300 a year.

The stems grow to a length of twelve feet, and a diameter of three-fourths of an inch; from this it would seem that the cime of New Zealand suits it much better than that of England.

It seems difficult to understand how the Anacharis can have occupied our waters so extensively without displaying other species; and we doubt not a careful inquiry would show this to have been the case.

Once a Week.

The Toronto "Leader" says—It is announced that the Legislature will meet early in January next, to consider the questions of Confederation and public defence.

There will therefore be only two months for the public to consider the question before it is proposed to submit it to Legislative treatment.

The Casleton "Sentinel" has a lengthy report of the Hon. Charles Fisher's speech on Confederation at Woodstock.

It contains little that is new, but it seems that some are wondering why the Delegates did not attend to the union of the maritime provinces, and enter a scheme radically to change the Constitution of New Brunswick with out regard to the Legislature.

Mr. Fisher's explanation is that the Governor-General requested or required them to do so. This is a new form of irresponsible Government.

The Governor-General, like the Queen (and unlike Governor Gordon) can do no wrong.—How shall we turn him out? We would like to hear what Mr. Fisher could say on the other side. He would soon prove that radical constitutions

changes should originate in Legislative sanction.

The fact that the "Jura" was lost on the other side of the water has presented as much attention being directed to the disaster as would have been had it occurred on the American coast.

The Canadian line is unquestionably the most unfortunate line of ocean steamers that ever existed, the "Jura" being the ninth steamer the Company have lost since June 1856.

The Standard.

ST. ANDREWS, NOV. 23, 1864.

The Federation Meeting at St. John. We feel that we are touching upon debatable ground, when giving our views upon such an important subject as the Federation of the Colonies, but in the outset plainly state that we disclaim party feelings, or admiration of men, in the advocacy of a measure of such vital importance to these Colonies.

No great measure, no matter how good and beneficial it might be, ever yet was introduced, that did not meet with opposition, and perhaps wisely—for it called forth attention and investigation and its merits were fully canvassed by the Press and People.

That the meeting, held at the Mechanics Institute, St. John, on Thursday evening last, was a large and respectable one it is hardly necessary to state, when it is known that the Hon. S. E. Tilley, and the Hon. John S. Grey, were to address the audience upon so momentous a subject as a Union of the Colonies.

Mr. Tilley dealt principally with the financial arrangements, entered into at the Quebec meeting. It appears from his statement that the conference at Prince Edward Island was abandoned because Canada had offered inducements which they believed would make a consolidation of British America advantageous to all.

They were seeking to unite in order to extend our trade, and Canada had offered a market of three millions and a half, promising to guard our local interests and place us in a better position financially.

Another reason he gave for abandoning the Convention at P. E. Island was the direct refusal of that Province to enter into the Union.

The Hon. gentleman also showed that a Legislative union would not secure the advantages promised by a Federal union, owing to the difficulties attendant upon a body drawn from all parts of a Confederation legislating upon local matters.

He also made a plain and apparently thorough examination of the debt of each Province. He said Canada would come in with a debt of six millions and a half millions, although her debt somewhat exceeds seventy millions, the difference between the two sums arising from local expenditures.

New Brunswick will be allowed to enter the Confederation with a debt of seven millions, and Nova Scotia with a debt of eight millions. The debt of Canada was not much larger per head, than that of New Brunswick, and that it came in on better terms than Canada.

[But space will not permit of giving even an outline of Mr. Tilley's able address, containing so many facts and figures.] The Intercolonial Railway was to be built by New Brunswick would be relieved of the interest on the seven millions, as well as the interest on the three and a half millions guaranteed by the Province, on the cost of the Road—and the Province would get a subsidy for two years of \$63,000 per annum.

He next adverted to the tariff repudiating the idea that the Canadian tariff must be adopted, and that our taxes would be heavier. He also showed that the Delegates had not exceeded their powers, and that there was no intention of forcing them upon the people, and that if there is the least question to the opinion of the people upon it—it shall be submitted to them at the election.

Mr. Tilley was frequently applauded during his speech.

We would like to hear from the opponents of the present scheme, what they would offer in its stead. Since Lord Durham's Report was published, we have always been favorably impressed upon the subject of a "Union of the Colonies," and recommend its careful perusal those who desire to perpetuate British Connection, and do not wish to be swallowed up by the Northern States.

As a Confederacy we will be respected but as isolated Provinces we will continue to be regarded in the same light as heretofore.

GATE MILL.—We are happy to record that the mill at Chamecock is now in excellent working order. Tuesdays and Fridays are the days named for grinding, though persons will be accommodated on intervening days, if they offer a quantity sufficient to make it an object. Mr. Wm. Craig, Jr.

resident of the village, is the person in charge to grind, and we have no doubt will give general satisfaction. It is pleasant to notice that the rising generation are encouraged.

C. C. AGRICULTURAL SOCIETY.—The following Officers were elected for the ensuing year, viz:—

Robert Sterenson, President. D. Mowat, Vice do. H. Hinkings, Secretary. F. W. Bradford, Treasurer. A. T. Paul, Secretary.

COMMITTEE.—Geo. Mowat, J. Dolby, J. Eastman, Jas. Russell, R. C. Mowat, J. McFarlane, Jas. F. Greenlaw, J. Curry, N. Smart.

We are pleased to learn that arrangements are in progress for holding the Annual Dinner next month. Nothing has tended to unite the Society and keep it together, more than the members and their friends dining together once a year, and enjoying social conversation on topics connected with agriculture. It has drawn out many of our leading farmers and professional men.

We could name several, who in days past, made their maiden speech, on these festive occasions;—in a word, such gatherings have had the effect of bringing men together, whose exchange of ideas has materially benefited agriculture, as well as cemented the bond of union among our Farmers. We trust that the Committee will report at an early day that their arrangements for the Dinner have been completed.

TEA MEETING.—We have much pleasure in calling attention to an advertisement in our columns of a Tea Meeting to be held by the Ladies of the Scotch Church, for the purpose of raising funds, to erect a substantial fence around the lot on which the Church stands. The Town Hall has been fitted up, and the meeting will be held on Tuesday Evening next, the 29th instant.

We are informed that no expense or pains will be spared to render the gathering both agreeable and pleasant; it is to be hoped that the Hall will be filled by those who desire to aid such a praiseworthy effort on the part of the ladies, who are always foremost in any good work.

The present fence has stood for forty years, and protected the dust of many who sleep within it, and claim the affectionate remembrance of the living.

"Coming events cast their shadows before." The infidel address at the Boston Music Hall, under the auspices of the Mercantile Library Association, was delivered by the Rev. Henry Ward Beecher, on the 16th inst., in the course of which he naively remarked upon the present naval and military strength of the United States.

"It is true that we now our military power, but it does not at all follow that we shall warily abuse this knowledge or misuse this power, I believe that the public sentiment even more honorable is equally strong, that this nation shall not wrong any other nation. When but a little while ago our government vessel seized and held the Trent against its own precedents and doctrine of belligerent rights, the moment Great Britain demanded the surrender of the vessel and the crew, it was done. It may be said that England was a dangerous foe and that our readiness to do her justice was prompted by fear; Brazil is not an empire to be feared upon the land or upon the sea. I predict that now when even a more violent infraction of neutral rights has been inflicted upon Brazil, America will show that it is not to strong nations alone that she is quick to do justice, but that she will render it even more promptly to a weak one from whom she has nothing to fear."—Boston Journal.

ITEMS.—A ship's boat containing a barrel flour, a keg of molasses, a can of paraffine oil, and a pair of new boots, was found on the flat at Coustonay Bay, on the 18th inst., by Mr. Jenkins.—Globe.

On Friday afternoon, a man named James McDonald, fell through the wharf at the foot of Charlotte street into the water. He was rescued by Capt. Gillespie and taken on board the schooner Rebecca.

A new bishopric is to be formed for the Colony of British Columbia; about £7,500 have been raised for its endowment.

Energetic efforts are being made in Australia to raise funds to erect a statue of Shakespeare at Melbourne.

A man named Clarke, working in Clarke's Mills, Carleton, had his arm cut off above the elbow on Monday last. He was passing a slab in the circular saw, when his foot slipped and he fell, so that his arm struck the saw. It was cut off instantaneously of course.—Freeman.

The London Times publishes an account of the great powder magazine at Porfleet, which shows that the alarm felt by the public at the immense stores of powder there collected is not unwarranted. The magazines contain 42,000 barrels, of say 2,000 tons, forty times the stock which caused the Irish explosion. It is calculated that if it

exploded every house in London would sustain an impact equal to 3 lbs. per square yard, the force of the Irish shock being only 3 oz. on the same surface. In other words, every door and window would perish, and every shanty wall come down.

Speaking of the declaration in the Chicago platform that the war is a failure the New York Herald keenly remarks:—"The Convention must have been thinking of the war as conducted by McClellan. But the Convention ought to know that a man by the name of Grant has taken hold, and the war is not a failure."

Eleven of the Sophomores at Bowdin have been suspended, and the remainder given leave of absence for an outrage upon a fellow student.

All along the Canadian line desertions from the English army are frequent, and the same may be said of Nova Scotia and New Brunswick. A late Halifax paper says that five members of the Royal Artillery lately deserted in a body and took a packet for Boston.

There is a story afloat abroad that the illustrious diplomat, Talleyrand, was the descendant of a family who, in the eighteenth century, settled on the Penobscot river in Maine.

A woman was found dead in her bed lately at Bordeaux, and the doctors assert that she died from the effects of the smell of quince, a large basket of which was found in her room.

Elisha Copeland, for 23 years City Auditor of Accounts of Boston, died suddenly of a heart disease on Tuesday evening, while a prostration was passing his house.

The Paris ladies appear to adopt, for winter costume, very short petticoats, very high boots, and plaid stockings. Many so accoutred may be seen on the Boulevards.

Liverpool papers report 47 vessels on the way from the East Indies to England with cotton. The aggregate of their cargoes is 224,864 bales.

Highland tarantulas are all rage in Paris, this season. Tartan dresses and ribbons are seen on every side.

The St. Croix Herald says:—"The remainder of the stock of the St. Stephen Branch Railroad has been subscribed by parties in Boston, and the first instalment of ten per cent already paid. There seems to be no doubt but that the enterprise will be carried forward immediately.

It is said that five million dollars worth of silks is annually manufactured in the United States.

On the 25th Oct. by the Revd. John Ross, Mr. James R. McCurdy, to Miss Sarah J. Brown, of Saint Andrews.

By the same, on the 6th Nov. Mr. James Maxwell, to Miss Elmina Christie, of Saint Andrews.

By the same, on the 10th Nov. Mr. Bradford Boone, Burton County, Sanbury, to Miss Jane K. Ross, of St. Andrews.

By the same, on the 12th Nov. Mr. Henry Maclean, to Miss Elizabeth Linton of Dumharton.

At Hartley, Canada West, on the 28th October, at the advanced age of 93 years. Catherine, relict of the late Capt. W. B. Bradley, late 104th Regiment eldest daughter of the late Capt. P. Clement, and sister of Mrs. Hatheway of this place.

TEA MEETING. THE Ladies of the Scotch Church intend holding a Tea Meeting in the Town Hall, on Tuesday Ev'g, 29th instant. Tea on the Table at 7 o'clock.

The proceeds are to be appropriated to defray the cost of a new Fence around the Church lot. TICKETS 3/4 cents, for sale at the stores of J. R. BRADFORD, D. CLARK, and E. STINSON, November 23, 1864.

New Goods! Just received and now offered for Sale.—BLANKETS, Flannels, grey, white and blue, Orleans, Colours, different colours, Pilot and Beaver Cloths, Brown and Black, Tweeds, Duckets, Striped and Checked, Seal Skin, and Black Mantle Cloths, Gray and White Homespuns, Prints, Onabourgs, Sheetings, Tickings, Warps, Wickings, and the usual assortment of Dry Goods and Groceries, suitable for fall and winter use.

For sale by J. LOCHARY & SON.

LONDON AND LANCASHIRE FIRE AND LIFE Insurance Companies OF LONDON AND LIVERPOOL! Fire Capital £1,000,000 stg., Life Capital £1,000,000 stg.

CHAIRMAN—E. W. Russell, Esq., M. P. (Chairman of the National Discount Company.) DEPUTY CHAIRMAN: FIRE—Mr. Ald'mo Dakin, (Messrs. Dakin Bros.) LIFE—J. H. Mackenzie, Esq., Gresham House, Old Broad Street.

W. P. Cheadle—General Manager. NEW BRUNSWICK BRANCH OFFICE, ST. JOHN. ALEX. W. SCOTT, General Agent.

FIRE INSURANCE. Effected on every description of property at moderate rates. Claims settled with promptness and liberality.

LIFE INSURANCE. Every variety of Life Assurance business transacted, and the advantages offered by other companies afforded, combined with other peculiar liberal conditions. GEORGE Y. CAMPBELL, Agent for St. Andrews. St. Andrews, Nov. 23, 1864.

E. & N. A. Running of

1864 Winter Arrangements and after Monday, will run as follows:—Leave St. John at 9 a.m. Shed at 10 a.m. at 7 a.m. The 4.30 Train from St. John to St. Andrews.

Freight. Railway Commissioners' St. John, N. B., 7th Nov. 1864. TEA, CROCKERY

To arrive per ship West Tea a superior article, 8 Crates Crockery (White and) Lowest rates for Cash. H. W.

Executors. ALL Persons having a claim of the late Mrs. S. are requested to send their claims to the undersigned, and those who are requested to do so to the undersigned.

HENRY O'NEILL RICHARD VEE St. Andrews, sept. 26.

TEA, CROCKERY GEN V To arrive by the "Eleanora" St. John. 40 CHESTS } London 30 lbs do } 20 lbs Red Crushed 2 do Granulated 35 lbs Bar pale G 40 lbs London Port

St. Andrews, Sept. 22. Earthen, Crocks, Show 20 Dock Street CLEMENTSON, every description from the manufacturers, offers for sale, wholesale, reasonable terms. An inspection solicited. St. John, Oct. 19, 1864.

C. E. L. Carver, Glider, Looki MANUI 85, PRINCE ST. J. Importers of Looking Foreign Plate

H. W. GOD Have now on I Overcoats and Tweed Shirts and Draw Pants and Vests, Gilt Scarfs, Ac., &c. Cotton Warp, Tea, T Wholesale and

EVERY CAN WILDERNE NEW E Lieutenant G. Price 20 cents at H.

New Brunswick SUMMER A Passenger will leave St. Andrew every Monday, Wednesday and Woodstock Railway every Tuesday, Thursday and Express 1 Railroad Station for Boat same day at Andrews Station Boat from Boston.

From Woodstock Do. Do. Do. Agent St. John—J. Woodcock.

St. Andrews, Oc ONE half the H Street seven Possession given Apply at this (

On the 15th in BOAT, 20 feet about the tillage, proving property to the same on

St. Andrews, f Auctioneer at Business in the m

CHARLE Shipping & No