

Disaster on the Eastern Railroad.

Twenty Seven Persons Killed.

Forty or Fifty Wounded.

From the Boston Journal Aug. 28.

One of the most terrible disasters that has ever fallen to the lot of a New England newspaper to chronicle took place Saturday evening, at the station of Revere on the Eastern Railroad, some five miles from this city. This station is, perhaps, known to those living off the line of the road as North Chelsea.

During the past week the facilities of the Eastern road have been taxed to the utmost, and every available portion of their rolling stock has been called into requisition. The camp meeting at Hamilton and Second Bridge at Swampscott drew thousands of extra passengers over the road daily, and necessitated the running of extra and special trains. This, of course, created irregularity in the starting and arrival of trains, but owing to the carefulness of dispatchers and conductors no accident transpired until the necessity for extreme caution seemed passed.

The evening accommodation train which stops at Beverly, Nolan conductor, should have left the station at 7:15, but owing to the lateness of the train due from the camp, which was to return, it did not start until a quarter of 8, a full half hour behind time. The train consisted of baggage car, smoking car and three passenger cars, the four last being crowded even to the platform. Two engines were attached to the train. The conductor, seeing that some four feet of accident might occur, as he stopped the train near Somerville so long that the passengers became excited and some of them left the cars.

The Pullman train, or Portland express, left the station on time, at exactly 8 o'clock, a little more than ten minutes behind the accommodation, stopping only at Somerville. Just before reaching Everett it slackened speed, as if to give the Beverly train an opportunity to get out of the way. At this point, according to the statement of passengers on the accommodation, it was so near as to be plainly seen. The accommodation train had reached Revere, made its stop, and had just commenced moving away from the station, when the express came rushing over the track with terrific speed, crashing into the rear car of the train, the locomotive passing two thirds of the way through the car, carrying everything before it, crushing and scalding nearly every passenger, and killing fifteen outright. Seven more died within the next four hours, and five died yesterday.

The shock overturned and broke the locomotive lamp in the smoking and baggage cars, almost instantaneously the former was in a blaze, lighting up the scene and revealing the horrors which a moment before had been hidden from the darkness. The flames spread to the two passenger cars in front of the one that escaped, running with almost the rapidity of light over the crushed substances, and defying every attempt at putting them out. The cars were moved further down the track beyond the bridge and allowed to consume, while all turned their attention toward the rescue of the unfortunate victims in the rear car, which fortunately, had not taken fire.

Most of the passengers and lookers seemed perfectly stupefied, and hardly knew what to do or what to say. Orders were immediately issued to clear off the sides of the car and release those who were confined therein. All this time the shrieks and groans of the wounded were terrible to hear, while the certainty that a large number of the passengers in the rear car were dead lent additional horror to the scene. Strong ropes were procured, and after almost superhuman efforts the sides of the car were pulled off and the interior revealed. Nearly, if not all the dead were taken from this car. As fast as they could be extricated from the wreck they were tenderly carried into the station and laid upon the floor, while shawls and coats were thrown over their faces. Some of the wounded were taken to the nearest houses, while those who it was found necessary to send to the hospital were placed upon the Pullman car, and one of the engines attached to be taken into Boston. Owing to some reason which probably he explained at the inquest, this car was not taken until 10 o'clock, remaining about two hours after the wounded had been placed upon it. During this delay three while lying helpless and unattended to was intense. The conductor at last gave the requisite order, and the terrible car load of suffering and death sped on its way to Boston. Arrived here a portion were taken to the City Hospital and the remainder with one or two exceptions, to the Massachusetts General Hospital.

List of the killed.—Rev E. S. Gamet, D. D., Boston; Rev S. R. Mason, D. D., Cambridgeport; T. F. Bancroft, Lynn; G. W. Bancroft, Peabody; A. Erickson, F. G. Swallow, Swampscott; W. H. Emerson, H. A. Foster, Miss E. Foster, E. F. Sanborn, Providence; Er. Merrell, Danvers; W. H. Jellies, Harriet F. Shattuck, C. B. Shattuck, J. Burns, E. J. Pearson, Susan F. Cheney, Lynn; W. A. Sweeney, Beverly; R. Fitzpatrick, John B. Wells, Mary A. Crowley, Boston. Mrs. P. G. Jasper, residence unknown. Two unrecognized bodies remain at Revere, and three others are reported to have died yesterday afternoon.

The Wounded.—Many who were wounded were taken away by their friends. The following list is given: S. E. Mudge, Boston; F. B. Cotton, Longwood; E. B. Hull, Boston; J. Allen, Ann Rawson, Lynn; M. Mansfield, Salem, Mary Lee, Salem, C. W. Poulson, Wilmington, Del.; J. B. Butts and wife, Salem. M. Richardson, Chelsea; Miss Cheney, Lynn. Wm. Lloyd Garrison, Jr. Boston.

At City Hospital.—Geo G. Hill, Lynn.—F. Davis, Charleston; Mary A. Call, Salem, F. Fitzpatrick, Cambridgeport; J. Jefferson Rowe, Portsmouth; Edward Williams, Lynn. F. H. Browning, Boston. Ann Foley, Boston. John Buckley.

London, Aug. 28. A second meeting of the Emperors of Germany and Austria will take place at Salzburg next month. It is proposed that these two nations assume a joint attitude.

Italy has agreed to the same policy. Kings of Denmark and Greece, father and brother to the Princess Alexandra, are visiting the Princess of Wales at Langen Schwalbach.

The French Assembly Committee reported the following: First, that Thiers take the title of President, and continue to exercise executive powers under authority of Assembly. Second, that President promulgate and execute laws passed by the Assembly; reside at seat of Assembly; participate in its deliberations on giving notice of intention to do so; appoint or dismiss ministers, who shall be responsible to the Assembly. Third, that President be responsible to Assembly for his acts. After some great excitement in the debate was fixed for Wednesday. The situation is critical.

Gold quiet and steady.

Angosta, Aug. 28. A store house one hundred feet long belonging to the Maine Central Railroad Company and filled with valuable lumber, saw ploughs and other property, caught fire this noon from sparks from an engine and was entirely consumed. Loss not known but is very heavy. About the same time a store house of the Sprague Manufacturing Company caught fire but was soon extinguished. Damage about two hundred dollars. Two or three other buildings caught fire from sparks but no great damage was done.

A Halifax telegram of the 24th inst., to the Boston Journal, states that the second Tyne crew say that Renforth should have rowed as he was subject to fainting fits under excitement.

S. N. PETTINGILL & Co., 37 Park Row, New York. Are our sole agents in that city, and are authorized to solicit for advertising at our lowest rates.

The Standard.

SAINT ANDREWS, AUG. 30, 1871.

THE BOAT RACE.

So much has already been published with reference to the aquatic contest between the Tyne and Paris crews on the Kennebecasis, on Wednesday last, that at this late date it is unnecessary for us to do more than to corroborate the general statements—of the famous "Paris Crew" won the race. This claim for the friends of the Tyne crew to assert, that had not Renforth given up from a sudden attack of illness, the result would have been different; the generally expressed opinion by those on the course and in which we share, was that had the race been contested to the end, the Paris crew would have won. Indeed we heard a Tyne man say, "our boat is beat, the game's up," and this was uttered before poor Renforth gave up.

Both crews were rowing at a tremendous rate from the start; it can serve no purpose to say that the Tyne men were making no extra exertions, for the honor, Mr. Jones in his evidence before the Cognition jury says "both crews were putting on all the force they could, and appeared to be making great exertions." Dr. Walker also said "I think both crews were doing all they could, I have seen both crews row often, and I never saw them go faster. I was taking the time of the race, it was 39 min. 20 3-5 seconds."

The inquest held upon the remains of Renforth has not been finished but is adjourned to the 4th September, to enable the post mortem examination to be concluded. Renforth's death is attributed to congestion of the lungs, believed to have been produced by over-bodily exertion, and excitement.

THE AQUATIC CARNIVAL at Halifax, commenced yesterday; from despatches to the St. John Press, we learn that the "Paris Crew" have withdrawn from the race for the championship. The reason assigned by them is, that after a row over the course, they found the water too rough for their boat in consequence of the heavy swell. After paying in their stakes, they offered to row the winning crew for \$5,000 or \$10,000 on the Kennebecasis or at Springfield. A strong feeling of indignation was created against the Paris Crew; but they know their own business best, and can take care of themselves—all they require is fair play and smooth water to race any crew.

The Hon. Mr. Tilley, we are pleased to announce still continues to get better and is able to walk in his rooms with the assistance of supporters. He was out on the veranda for some time yesterday. It is probable that he will leave for St. John during the coming week.

WOOD'S HOUSEHOLD MAGAZINE for September, appears in a new dress of handsome type. The table of contents is fully equal to its predecessors in original and interesting matter in the various departments. It has also a handsomely designed title page. Price \$1 a year. Published by S. S. Wood & Co., Newburg, New York.

We regret to learn that Mr. Samuel McGowan, an old and respected inhabitant of St. Stephen, was thrown off a bridge at St. Croix by a drunken man, and fell some distance into the water, from

which he was rescued, but his injuries were so severe that he died the following day.

During the past week, St. Andrews has had its share of distinguished strangers, some of whom it is said contemplated purchasing places for summer residences. Among the visitors were His Excellency W. P. Howland, C. B., Governor of Ontario, accompanied by his family, Lieut. Gov. Wilnot, of this Province, and other persons of note. Gov. Howland is still here. Gov. Wilnot returned on Thursday morning.

Messrs. T. B. Barker & Sons new Drug Store, in King St., St. John, is one of the handsomest and best appointed establishments of the kind this side of New York. A run through this store while in St. John amply compensated those who had the privilege of doing so.

From a notice in our advertising columns, it will be seen that an Agency of the Bank of British North America has been opened here. This will be a great convenience for business men and others.

The Colonial Question.

Every form of social existence partakes more or less of the nature of its designer, man, viz. imperfection. Parent states, as well as their offshoots, have sources of discontent and weakness within them; but while many evils are common to both colonies have troubles more peculiarly their own. Of these we intend to make a rapid sketch, which we trust will not be unacceptable to our readers, living as we do in Britain's greatest colony, and fostering and encouraging as we actually are a colony of our own—the new Province of Manitoba. Those who emigrate are more generally the middle or lower classes of society. They have little money, and in most cases less education. They come to a new country expecting to find at once a panacea for all the ills they complained of in the land they left. After the first burst of disappointment is over, most of them start manfully to compel a competence for themselves and family, either by handiwork in towns or by laborious effort on a farm. In process of time, some rise above their fellows and aspire to act as members of parliament, justices of the peace, or some other seat a degree higher than that occupied by those who perhaps came across in the same vessel, had lived in the same town in the old country, knew to a hair their fitness for the position, and knowing all this, wondered at their impudence and envied and despised them if they reached the goal of their ambition.

Man is very much like the horse as far as government is concerned. Let him have confidence in the skill of the rider, and respect for the power he wields, and he will trot along with the utmost alacrity and willingness; but let an ignorant mount him, and the noble animal will, as we have often seen, turn his head round, look his rider in the face, give his head a toss as if to say, "You a rider!" and straightway meander, as the Irishman said of his pigs, down all manner of streets. As above said, mankind is much the same, and will never or but rarely refuse to be ruled by one in whom they recognize a superior, either in birth or education. In the parent state they have the advantage of possessing a governing class born and bred to this science—for a science government really is to whom the rest of the community reposit at the idea of the mere accident of birth placing a titled class above his brethren, but birth means in all cases whether a man shall have education or no—education placed within his reach, whether he avails himself of it or not. The accident of birth may determine whether I shall be a beggar's son or a gentleman's heir, and although by an almost miraculous "coup" I may shoot ahead of him, still all the chances are in his favor. Jealousy of rulers then is one of the greatest drawbacks colonies have; it keeps down the improvement, keeps men from attending to their business, and makes private feuds without number. All this without the legislative hall; while, within, a good government bill is vehemently opposed solely because it is such; a capital Opposition hint sneered at on account of its parentage; tariffs altered, re-arranged, turned inside out, and changed again; stumbling blocks thrown in the way of emigration, and many good enterprises; and all from what cause?—jealousy and the most miserable desire to get the golden needs of office. It takes long for a colony to rear a staff of born legislators, and though Britons sing—

"The rank is but the guinea stamp,
The man's the gold."
still the stamping of the gold makes it a guinea, determining its value to the receiver, even as educating a man or polishing a precious stone brings out the good qualities of both.—[Ex.]

SMITH'S "LINDA" ASSHORE.—Messrs. Chas. McLaughlin & Co., agents in St. John of the "Linda," received the following telegram on the morning of the 23rd. It speaks for itself: YARMOUTH, N. S., Aug. 28. The steamer "Linda" went ashore at Cloggin at six o'clock last evening. She will be a total wreck, but in an hour or so have cargo next high water. N. K. CLEMENTS & Co.

The "Linda" was bound from Portland, Me., to Yarmouth and this port. She has been on the Portland route but a short time, and was doing a good business. The "Linda" was commanded by Capt. Sullivan, an experienced navigator, she was 338 tons register, and was owned by the Yarmouth Steam Company. It is to be hoped she will not prove a total loss, as feared.—[Globe.]

—Government has just made an arrangement with Germany to take effect on the first of October, which reduces the rate of international postage for prepaid letters, if exchanged between the two countries, by a closed mail via England to seven cents a half ounce instead of ten, and double those rates for unpaid matter.—[U. S. paper.]

DISASTROUS FIRE AT ST. JOHN.—On Saturday morning, between 10 and 11 o'clock, a fire occurred on Mill street, which in a very short time entirely destroyed Moore's nail factory, Lordly's furniture factory and spice mills, and caused damage to other buildings. The fire broke out in the spice room of the nail factory, and it is said was caused by some of the workmen over the boiler furnace taking fire from a defect in the furnace. The factory was composed of two large buildings and an ell, the boiler and furnace being between them, with an iron smoke stack about six feet from the buildings. It was at this pipe that the fire commenced, and so rapidly did the flames spread that many of the workmen were unable to get to their clothes, but had to fly with all speed to save their lives. To think of saving any of the property was out of the question, for in a few minutes the whole of the two buildings was a mass of flames, which glowed along the asphalt roof and took hold of every bit of woodwork in its way, raising a terrible heat and preventing any effective action to stop its progress. Leaping across the yard which separates this factory from Lordly's furniture factory and spice mills, the flames took hold of the latter building and wrapped in a mass of fire. Harrison's building on Portland bridge also took fire, as did the ware-rooms of James Harris, on the other side of Mill street, but the flames were soon subdued. While the nail factory was in full blaze, the engine was still at work, and a rather falling on the steam pipe caused it to burst, the steam rushing out with great violence, and it was feared that the boiler would also explode. Within twenty minutes where had stood two fine factories there only remained the debris of machinery and smoldering beams.

An accurate estimate of the loss sustained has not yet been obtained, but that of Mr. Moore cannot be less than \$15,000, and he had no insurance whatever. Mr. Jeremiah Drake had laid in his winter's stock of material, and had three ships on hand to fit with blocks and pumps. Nothing was saved, and the workmen were fortunate in escaping with their bare lives. He had no insurance and his loss is very heavy. Mr. A. Lordly's factory and spice mills have not been running for some time, having been in the hands of Messrs. Crawford & Fogley, who took the premises and material and gave Mr. Lordly's creditors a guarantee to pay them 25 per cent. on the amount of their claims, so as to save the concern from going through the insolvent court. Their loss will probably reach \$2,000. Mr. Lordly had in the building his little all, with which he intended to commence business again on a small scale, and strive to redeem his lost fortunes, but this fire has swept it all away.

About a hundred persons are thrown out of employment, but it is probable that new buildings will at once be erected and the nail machines put in order, to resume operations within a few weeks.—[Daily News.]

—The entries for the Halifax regatta are complete and the list is closed. They are as follows: For the four-oared race, the Pryor, Barton and Roche crews of Halifax; Renforth and Taylor crews of England; Coulter crew of the United States; Paris crew of St. John. There are five entries for the single scull race, viz: Renforth, Brown of the Pryor crew, Coulter of the American crew, Sadler of the Taylor crew, Tracy of the Barton crew.

—The evidence before the court martial establishes the fact that the Communists, disguised as firemen, fed the flames in Paris with Petroleum. Collet, a prison director under the Commune, deposed that he received Forre's order to shoot hostages under his charge and declined to comply.

—Many persons were injured by a collision Tuesday night on the Millard Railroad, near Leicester, England. The through freight train south on the Northern Railroad of New Hampshire overtook and ran into the way freight south, near Andover Centre, yesterday, badly smashing the engine and 12 cars. No one was injured.

The collection taken up for the Tyne crew after the race at St. John amounted to \$200.

The writ for the election of a member to fill the vacancy in Westminster caused by Mr. D. L. Hannington being unseated, is issued. The election takes place on the 12th September, declaration on the 14th.

JAMES RENFORTH.

The following brief notice of the late James Renforth, who died so suddenly last week at St. John, while rowing the great race for the championship of the world, is condensed from an exchange paper: James Renforth, the champion of England and probably the best oarsman of the world, was but 28 years old, five feet seven and a half inches high and weighed 157 pounds. He had a large bull dog sort of a head, with hair rather short and very short whiskers. His face had rather a dull, unintellectual appearance, and were it not for a certain good natured, respectful look, he would seem to have been by nature intended for a prize fighter. His eyes were brown and a little sleepy looking. In fact he had the appearance of a man whose muscular powers had been developed to the utmost, thus compelling a certain torpidity of the intellect. His arms, chest and shoulders, and indeed his whole body above the waist were of a man six feet high. His legs were shorter than they ought to be by just as much as his stature fell short of six feet, but they were remarkably thick and muscular.

His career as a boatman was begun some years ago, but his first match of importance was with John Bright (he spare man of the present crew) whom he defeated in an off-rigger race in March, 1868. He next defeated James Taylor (the throw out of the crew that rowed at Lachine) in the Durham regatta. He afterwards defeated the brothers Robert and James Boyd. Then he took Chambers's place in the Tyne crew. At the Thames regatta in August, 1865, he won the championship in the sculler's race, defeating Percy (bow out of the present crew) and Sadler. The chief prize of the Chester regatta then fell into his hands, and his four oared crew, the Burton regatta carried off the honors. In November, 1868, the highest honor of all he wrested from Kelley, winning the championship of the Thames. A little dispute then occurred in his own crew, which resulted in a challenge and the defeat of the other two members by himself and Taylor in a double scull race for £50 a side. In October, 1869, at the Thames regatta, Kelley and Sadler were again vanquished by him, but they beat him and Taylor in the November following in a double scull race for £200. Such is his record, and a remarkable one it is.

Renforth had not been overtrained, for letters all along reported him as taking things easy, apparently feeling that he was always in good condition for a race. The habit of his crew has been to rise about seven o'clock, and do very little before getting their breakfast, which consisted of oat-milk porridge, mutton chops or beef steaks. Then they sauntered down to the course, which lies half a mile beyond, and no matter how rough the water, took a pull in the boat. Reckoning after rubbing down, the morning was spent in resting, dumbbells and sanding exercise. Of course the amount of rowing exercise varied somewhat with the state of the water, but the course was gone over at least once every day. Supper at six, and to bed by two o'clock. The men used their own judgment about drinking beer, its use not being forbidden.

LECTURE.—On Monday evening last, Mr. Smith delivered his lecture on "Words—their Wit and Wisdom," in the Church Sunday School room, to a select audience. At the close, a very complimentary vote of thanks was unanimously passed to the lecturer, for his able, instructive and pleasing lecture.

Ship News.

PORT OF ST. ANDREWS.

ARRIVED.

Aug. 19, Schr. David, Bannock, Newburyport, ballast.

Oxpray, Sprague, Boston, ballast, Robinson & Glenn.

21, Mary Ellen, Britt, Boston, Port, &c., R. Ross and others.

22, Florence, Waycott, Sydney, Coals, R. Ross.

24, Leon, Kilpatrick, Boston, ballast, J. R. Bradford.

29, Alma, Jackson, Portland, Flour, &c., Robinson & Glenn, R. Ross and others.

30, Julia Clinch, Maloney, Boston, Hides, &c., R. Ross.

CLEARED.

Aug. 17, Julia Clinch, Maloney, Boston, 3,300 sleepers, R. Ross.

18, Nettie, Andrews, Boston, Boards and Scantling, D. H. Badger.

19, Jane, Clark, Salem, 2480 sleepers, R. Ross.

Olive Matilda, Simpson, Boston, 2200 sleepers, J. Watson.

23, Daisy, Bannock, Boston, 850 M. shingles, Brown & Co.

29, O-pray, Sprague, Boston, 2100 sleepers, Robinson & Glenn.

Boston, Aug. 26, Arrd.—Schr. Harrie, McQuill, St. George.

Cleared, Aug. 26—Schr. Esther, Maloney, Annapolis, Tatton, E. Bowley, Clark, St. Andrews.

BANK OF BRITISH NORTH AMERICA.

CAPITAL £1,000,000 Sterling.

Head Office—London, England.

Interest allowed on Money deposited at Four per cent. per annum.

Drafts granted on St. John at 4 per cent.

Drafts granted on New York, Boston and Portland at U. S. 4 per cent.

Drafts granted also on Canada, Nova Scotia and England.

Light Drafts on New York, Boston and Portland in U. S. Cy. bought at par.

American currency bought and sold.

Notes discounted.

Current Accounts opened to be drawn upon by Cheques.

OPEN FOR BUSINESS

St. Stephen daily from 9 a. m. to 1 p. m., and in St. Andrews, on Tuesday, Thursday, and Saturday from Four to Six p. m.

JAS. S. LOCKIE, AGENT.

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NOTICE.

ALL Persons having any demands against the Estate of Price Owen Flagg, late of Campo Bello, in the County of Charlotte, deceased, Elisha Flagg, will render the same within three months, and all persons indebted to said Estate, are requested to make immediate payment to

JANE FLAGG, Administratrix.

Campo Bello, 23th Aug. 1871.

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