

European Intelligence.

FURTHER NEWS.

THE WAR.

THE CRIME.—Another general assault is not far off. 30,000 men are employed on the works of attack.

The Russians, in addition to other additional defences, are throwing up a formidable star fort behind the Redan.

A week fire was kept up on the 10th and 11th.

Cholera was decreasing, and the health of the allied army was satisfactory.

The Russians made a sortie on the night of the 7th, on the works in front of the Mamelon, but effected nothing.

There are strong indications of a campaign on the Danube, engineers having already been sent forward.

WAR IN ASIA.

Advices from Kars state that the Russian demonstration against that place had been repulsed. Other accounts, on the contrary, say the Russians had taken the place, and that the Turks had evacuated Kars and fallen back on Erzurum.

Schamyl, the Circassian Chief, is again reported dead.

The allied fleets continued cruising and destroying exposed property on the coast.

THE WHITE SEA.

The port of Archangel has been placed in a good state of defence, a new battery having been erected. The foreign ships in port had succeeded in clearing their cargoes before the blockade. Among the ships were several American, which, after landing their cargoes, proceeded eastward.

The blockade is now strictly enforced.

There are rumours in the papers of a dangerous insurrection in the Russian Siberian Regiment, and also of a change in the Russian Cabinet.

COMPLIMENTARY DINNER.—We are pleased to learn that the friends of L. A. Wigan, Esq., intend giving him a complimentary dinner, previous to his leaving this country and returning to reside in his native England. Mr. Wigan is every way deserving the compliment. During many years residence in New Brunswick he has done much for Stanley, at considerable self-sacrifice, and has secured the esteem of all who know him. The dinner comes off at Mr. Logan's, Stanley, on Thursday the 24th proximo. —[Head Quarters.]

THE QUEBEC CHRONICLE says "The Fort at the junction of the Madawaska and St. John River, New Brunswick, was struck by lightning in the thunder storm of the 16th, and burnt to the ground."

GENERAL ESTCOURT.—Major General J. Bucknall Estcourt, late Adjutant General of the British Forces in the Crimea, who died of cholera on the 23d June, was the Colonel Estcourt who, as British Commissioner, assisted in running the Boundary Line between the Provinces and Maine, in 1842, '34.

FROM CALIFORNIA.—The Star of the West has arrived at New York, bringing California advices to the 30th June. The affairs of Messrs. Adams & Co. are becoming more complicated. One of the best steamers on the Pacific coast, the America, had been burned. Loss \$140,000, and no insurance. The news is unimportant, markets generally dull but firmer. Money stringent. Mining news encouraging.

The grasshoppers are doing immense damage to the crops throughout the State. In some localities every green thing had disappeared.

The Star of the West brings confirmation of the rumor by the previous steamer, that Col. Walker's filibustering raid into Nicaragua had been disastrously defeated, with a loss of twenty men. The redoubtable chief, after throwing away his coat, had stolen a schooner, and left for parts unknown. The San Francisco Branch Mint during the last five months had coined nearly nine millions of dollars, and the coinage in June amounted to over three millions, which is double the amount of any preceding month. Arrangements are now so perfected that in forty-eight hours after the reception of the dust, the coin will be ready for delivery.

The steamer America was burned at Crescent City, on her way from San Francisco to Puget's Sound. She had on board a company of U. S. Infantry, numbering 132 men, under command of Major Prince. The steamer came to anchor at Crescent City, and was on the point of departure on her voyage when she was found to be on fire, and she burned to the water's edge in a very short time. The fire is supposed to have been caused by spontaneous combustion. All the cargo was saved. The America was built in New York in 1853, and was a very fine steamer. She was owned by Captain J. T. Wright, whose loss is \$140,000, on which there is no insurance.

THE WAY THEY GET UP RAILROADS IN THE UNITED STATES.—Illinois Central Railroad.—We learn that the sales of land by this company for May reached \$565,000, averaging something over \$10.50 per acre, mostly in small lots to settlers. The total sales, thus far reach \$1,900,000. If the rates of the past few months are kept up, the total sales by the end of the year will reach \$4,000,000.

The result thus far is very encouraging, much more so than we had anticipated. If the price at which the lands were mortgaged can be realized, they will pay off the funded debt of the company.

This extraordinary result produced is due in part to the immense tide of emigration setting West, which naturally plants itself

upon the lines of rivers and railroads, notwithstanding the high price of land in the vicinity of these avenues, which is more than compensated by the low cost of sending produce to market. Illinois is now so well supplied with railroad, it is probable that within five years from this time, every acre of farming land now held by government, or railroads, will pass into the hands of actual settlers for cultivation. —[American Railroad Journal.]

STATE OF SEBASTOPOL.—The London Morning Advertiser of July 6th says:—"We can state in the most positive terms, that the condition of affairs within the walls of Sebastopol is deplorable in the extreme. We are assured that, in addition to the enormous mortality which has occurred through cholera and other diseases, nearly one half the garrison are unfit for service through sickness and other causes. We can further mention, that the deepest despondency has taken possession of the minds of the troops, with regard to their being able to hold out much longer; and that, in the apprehension of Sebastopol being speedily taken by the Allied forces the Russians are removing, as fast as they can, all the more valuable articles within the walls of that fortress."

RUSSIAN DESIGNS IN THE EAST.—A correspondent of the Daily News, writing from St. Petersburg, observes:—"The peaceable and bloodless conquest of the extensive territory to the north of the river Amur—a territory equal in size to the whole area of Germany—is now officially confirmed by the Russian Government. The Northern Sea, and is considered as an event of great importance for the future, for, though at the present moment there exists only one solitary 'winter house,' there are two most excellent harbours, capable of becoming, when fortified, what Sebastopol is now in the Black Sea with reference to Turkey, as it will give Russia the command of the Sea of Japan, and open the door for the aggressive spirit of the Muscovite to pick a quarrel with and finally subjugate the vast empire of Japan, and possibly China."

Disastrous News from the West coast of Africa.—We much regret to learn by an arrival from Sierra Leone, that a fatal collision took place on the 23d of May, between an immense herd of the natives of Walla, and a small British naval force. The report of the loss is very severe—namely 73 men of the 1st and 2d West India Regiments, killed, missing, and wounded. Lieut. Wylie and Paymaster Andrews of the Teazer killed, Commander Nicholas, of the same ship, and Lieut. Vincent, 21 W. I. regiment, wounded, together with several other casualties. As there is no Lieut. Wylie attached to the Teazer, the name may be substituted for Mr. Williams, 21 Master. There is fortunately a ample force on the Coast to ensure reprisals.

STEAMER DISASTERS ON WESTERN RIVERS.—A late number of the Louisville (Ky.) Courier gives a complete list of the steamboat disasters on the Western rivers for the last six months, the total loss which runs up 63 steamers and 52 flat barges, and keel-boats lost, involving property to the amount of \$1,402,600. Of the steamers 35 were stranded, 13 burned, 9 destroyed by collision and 6 by explosion. In these calamities 72 persons lost their lives and 136 were wounded.

CHILDREN ATTACKED BY RATS.—A correspondent writes us that three or four children who were playing in the yard of No. 2, Wooster street, yesterday afternoon, were attacked by four enormous rats, each rat singled out a victim, and sprung squalling upon the little girls. The girls ran to the house, but one little boy, of two years was followed by a rat, which caught him by the right knee, and held on until the child's grandfather went to his assistance. The rat would not run, and so he was killed. Attempts had been made to poison these rats previously, and it is feared the bite upon the child's knee may prove serious. It is a singular affair. —[New Haven Courier.]

ATTACK ON BRITISH TRAVELLERS IN AFRICA.—Lieut. Richard Burton, (an officer of great scientific knowledge and experience as a traveller), Lieut. Siroyan, of the Indian navy, Lieut. Speke, of the Bengal army, and Lieut. Herne, of the 1st Bombay Fusiliers; in the course of a geographical expedition to Somali, a district in North Western Africa, opposite Aden, were attacked by about a hundred of the Somalis. Lieut. Siroyan was murdered, Lieut. Burton and Speke were dreadfully wounded, and Lieut. Herne escaped unhurt.

THE WORLD'S FAIR OF ALL NATIONS.—Among the noticeable things on exhibition at the Crystal Palace, we saw a contribution of New Pills, from the laboratory of Dr. J. C. Ayer, the author of the widely known and valued Cherry Pectoral. As it is against the express regulations of the Palace, to admit any quack medicines, this fact shows that his remedies are not placed in that category by the authorities. Indeed, we have before known that his Pectoral was highly appreciated by scientific men, and have seen lately that his Pills are held in great estimation by those deeply learned in the healing art. —[True Reformers, Mass.]

THE CROPS OF ALL KINDS throughout the Province promise to be without exception, the best that the "golden habitation" ever remembers to have seen. The hay crops particularly abundant and if we have good weather for making it, of which there is now every appearance, cattle will be "in clover" the coming winter.

The blight or rust has affected the leaves of potatoes in this vicinity but as yet only partially, and if the weather continues dry we trust the crop may escape serious injury.

Some excellent new *Blucoses* were selling in market this morning at 16s. per bushel. —[Courier.]

The Standard.

WEDNESDAY, AUG. 1, 1855.

Strong as were the grounds for the expression of our indignation, at the disposition evinced by the Government towards our Railroad, when we last alluded to the subject; we now revert to it with still augmented reasons for the condemnation of their conduct; and we venture to assert, that it would be difficult to point out a more gross instance of wilful misappropriation of power and determination on the part of any ministry to override the law, than is displayed by the Executive in this matter.

By the acts of the Legislature certain facilities are ordered to be granted to the St. Andrews and Quebec Railroad Company on certain conditions being fulfilled by them, and on satisfactory proof of the performance thereof being laid before His Excellency the Lieutenant Governor in Council. Herein, then, lies the whole gist of the affair. The duty both of the Company and the Executive, in order to the obtaining or granting of the facilities, is as clearly defined, as words in the English language can make it. Be it our office therefore now to enquire, for what cause, the law is made a dead letter, the prosecution of this great, most beneficial and most necessary undertaking brought to a stand still and the injury, stoppage to trade, and deprivation of property from which we are suffering allowed to arise. It is evident that the fault must rest, either with the Executive or the Company, the one, either has neglected to carry the law into effect, or the other, has failed in the performance of itself, or in the production of satisfactory proof of the performance of the conditions to entitle it to its benefits—Which is the case? If the former, then, is the Government deserving of more severe censure than we have ever given utterance to; if the latter, then it merely remained for the Council to have pronounced a decision to that effect, and have left the Company either to amend their proof, or fulfil the conditions as the case might be. Had this been done, we should have had no alternative but to bow to that decision, however much the Company might have thought it unjust—but such has not been the case, and therefore we are forced to the conclusion, that the former of the above reasons, is the cause of the stoppage of the works.

Having examined the subject thus far on its broad, open principles, we will now pursue it—a little further and show with whom the fault really does lie. In doing this, and proving that the Government is to blame, we would also draw attention to the difference of their conduct as regards the granting of the facilities to the European & N. A. Line, under their acts, as compared with that which the St. Andrews & Quebec Company have experienced. Not that we grudge the good will of the Government to the European & N. A. Company, or would desire to see their difficulties augmented,—but simply by exhibiting the unjust partiality of the Executive, in the discharge of their duty of administering the law, the more strongly prove the position we take—viz—that they are unworthy of trust and unfit for their office.

This then is the position of both Companies respectively with regard to their several facility acts,—the St. Andrews & Quebec Company is to receive Debentures to the extent of £50,000 in not less than £2,000 for every £2,000 paid in, ready to be expended by the Company, together with the land extending to five miles in width, on each side the line in blocks of not less than 10,000 acres for every £8,000 expended. The European & N. A. Company is to receive Debentures to the extent of not more than £3,000 per mile, in not less sums than £18,000 for every £20,000 paid up by the Company. How have these laws been attended to? The St. A. & Q. Co. have paid up and expended about £80,000, (we speak always of sterling money) which entitles them under the facility acts to the whole amount of £50,000 in Debentures and to about 70,000 acres; they have however only received £30,000 in Debentures, and 30,000 acres of land, having about 30 miles of finished road to show for it! The European & N. A. Company have paid up £1,000 and received £43,000 in Debentures, whereas in order to be fairly entitled to that sum it should have paid up £47,000 from its own funds; and the whole amount of £50,000 either in work or plant ought now to be seen on the ground between Shediac

and St. John, instead of which, however, we believe, there is not one single, solitary, finished mile to be seen. What stronger evidence can be required to prove our case? It is not attempted to be denied that the accounts of the St. Andrews company are not correct, or that the money has not been expended—the line is there to speak for itself. Nothing is asked but what they are entitled to under the law, and if this were conceded, the English shareholders have declared their readiness to go on and finish the road; but unfortunately, there is a party apparently determined to ruin the undertaking, and the Executive is too weak to withstand its influence and do that justice both to the company and the country which we have a right to expect at their hands.

Our St. Stephen correspondent's letter reached our office. The information contained in it will be used, as occasion requires. We will be happy to hear from him again.

The "Reporter" is if possible more unsuccessful than his patron, the Hon. the Surveyor General, in his endeavors to make a bad case appear good; and it is a source of regret to us, that in its anxiety to support any particular party or individual, should lower its own respectability and influence by making statements, totally devoid of truth respecting a great public work, of the concerns of which, it is evidently entirely ignorant. We have not had time this week, to answer the leader of our contemporary in his issue of the 27th ult., but we will endeavor to do so in our next, and in the mean time without at all objecting to his facetiousness in reversing the fable of the "mountain and the mouse," and likening us to that little animal trying to bring forth a mountain, we beg to remind him of another of father Esop's fables, wherein that insignificant little creature was instrumental in setting the Lion at liberty, by gnawing the net in which it was enveloped. Truth with respect to our Railroad, is the lion we are desirous of disrobing of the veil with which it has been encumbered; and that we are but small, and it may be insignificant, we do not despair of being able by perseverance to disrobe the bonds of misrepresentation and opposition by which our Road has so long been fettered and retarded, and so we will continue to gnaw until our teeth (pens) are worn to the stump.

NEW PUBLICATIONS.—We have received through the kindness of Mr. Hunter, Paris 12, 13, and 14, of England's Battles by Sea and Land; Paris 37 and 38 of the British Colonies; and Part 27 of the Life and Times of Wellington. These are beautifully printed, and got up in the best style by the London Publishing Company. They are also now publishing History of England from George III. to Queen Victoria, including the present expedition against Russian aggression in the East. The Scripture Atlas, &c. Subscribers' names received at this Office. —See ads.

A FIRE took place at St. John on the morning of the 29th ult., by which a large number of wooden buildings on Water street, and Merrius' wharf, were destroyed; a schooner lying at the wharf was also burnt. Three men were injured at the fire.

The clipper Packet "Alma," Capt. John Waycott, has been universally admired for her symmetrical appearance, and as a good specimen of naval architecture; her tonnage under the Merchant Shipping Act of 1854 now in force, is 99 86.100; under former Act, 8 & 9 Victoria 117, 2245-3500, and by Carpenters' tonnage 203 19 94 tons.

The Hamilton Banner says it has the best authority for stating, that the enlistment for the regiment being raised on the Niagara frontier is progressing very favourably, and that the full complement of men will soon be on their way to Halifax, en route for the Crimea. —[Toronto Globe.]

The dissent of the German Bishops and Archbishops from the dogma of the "Immaculate Conception," is said to be very emphatic. Archbishop Sibour of Paris also is a non-content. All the ecclesiastical dignitaries of America, however, side with their transatlantic brethren in Italy, Spain and Ireland in upholding the dogma. —(lb.)

A YOUNG MAN SAWN IN TWO.—At Dunham on Friday last, at E. O. Brigham's saw-mill, a young man named John Spooner, was sawn in two by a circular saw. The saw was going very fast, and is about two feet in diameter. The young man was stooping to pick something up, and fell on the carriage moving towards the saw. Before he had time to recover himself, the saw caught him and cut him in two instantly. —[Montreal Transcript.]

Holloway's Pills, unquestionably the most efficacious Remedy in the World for Asthmatic Complaints and Coughs.—The number of cures these wonderful Pills have effected in all parts of Canada, more particu-

larly in cases of asthma of long standing, and coughs, leave no doubt upon the mind of all who have used them that they surpass any thing of the kind ever made known; by a perseverance with this admirable remedy, the sufferer is quickly restored to health, after every other means have failed; and it is a truth beyond dispute, that there is no case of bilious disorder, or liver complaint, but that will quickly yield to the powers of this mighty medicine.

The Hon. Mr. Brown's letter was received too late for publication this week.

DEATH.

On the 29th ult., after a long illness, Mr. Michael Bannen, aged 34 years, leaving a wife and six children to lament their loss.

Shipping List.

PORT OF ST. ANDREWS.

ARRIVED.

July 28. Schr. Catherine, Snellgrove, New York, Flour &c. master.

Notice to the Public.

THE MAPS FOR ENGLAND will close at this Office on Friday 3d August, 6, A. M., and Tuesday 7th Aug. at 6 A. M., via New York; and via Halifax on Sunday 12th Aug. at 9 A. M. The Postage for the United Kingdom, via Halifax, is 7s. single rate, and via New York 1s. 5d. pre-payment optional.

By Order, G. F. CAMPBELL, P. M.

Post Office, St. Andrews, Ang. 1, 1855.

Notice.

Now in course of publication by the London Printing and Publishing Company, a work entitled the

History of England,

from the reign of George III. to the present time including the Russian Aggression in the East,—each part containing nearly 40 pages of letter press and two highly finished steel engravings, representing the Battle scenes by sea and land, and portraits of our Military and Naval Commanders, with all the Crowned Heads of Europe, also a large and splendid steel engraving, gratis, of the storming of Sebastopol.

England's Battles by Sea and Land, from the French revolution to this time. This deservedly popular work, having been for some time before the public, it is unnecessary to dilate upon its merits.

Pictorial Sunday Book complete in 26 parts, large folio size and containing 1600 engravings on wood and steel, being an elegant companion to the Bible. Subscribers will be regularly attended to, by leaving name and address at this office.

ALFRED HAGARTY, Agent, St. Andrews.

ROGER HUNTER, Esq., Agent, St. John N.B. July 26, 1855.

"Martell" Brandy.

Direct from Cognac via Halifax 40 Hds. Best Martell Brandy, vintages 20 Cases 1850 and 1851. July 30, 1855 J. W. STREET.

Corn. Corn.

3,000 BUSHELS Indian Corn, in lots to suit purchasers. Apply to July 24, 1855. NEIL LOCHARY.

For Sale or to Let.

THAT valuable two story House, situated on the corner of King and Part streets, at present in the occupation of Mr. Dennis Bradley, with the two lots fronting on King street, adjoining said house; or the House, and Lot upon which the same stands, will be let, and possession given the 1st of November next. For particulars apply to ALEX. T. PAUL, St. Andrews, 24th July, 1855.

GENEVA.—Direct from Rotterdam, via New York—34 Pipes best Pale Geneva, "Anchor" Brand.

For Sale low. J. W. STREET. July 18, 1855.

NOTICE.

TO BE SOLD, by Public Auction, on Tuesday the 14th day of August next, at the hour of twelve o'clock noon, at St. David, in the County of Charlotte, on the premises hereafter named, for payment of the Debts of the late Aaron Gray, of the Parish of Saint David, in said County, deceased, in consequence of a deficiency of the personal estate of the deceased for that purpose, pursuant to a licence obtained from the Court of Probates for the said County of Charlotte:—

ALL that FARM LOT on which the said Aaron Gray deceased lived, known as the southern half of lot number Five, granted to John Bamford and others, in the Parish of Saint David, aforesaid, in the County of Charlotte, and known as the Berry Farm.

JESSE CHRISTIE, Administrator.

St. Stephen, July 2, 1855. Applications for Licence of grounds which were not under Licence during the past season, or which may not be sold on the abovementioned

PACKET
BETWEEN ST. ANDREWS, EAST-PORT, AND GRAND MANAN.
The Subscriber, thankful for past favors (while Mail Contractor), respectfully informs the Merchants and other Inhabitants of St. Andrews, that he will run his Packet **Schr. NELSON**, once a fortnight between St. Andrews and Grand Manan, touching at Eastport—and by punctuality hopes to merit a continuance of that patronage awarded to him heretofore. Passengers and Freight taken on moderate terms.
Orders left at the store of Messrs. Odel & Turner, will receive attention.
WM. GATCOMB.
July 10, 1855.

Steamboat and Railroad
TO AND FROM
Portland, Boston & St. John
TWICE A WEEK.

THE favourite Steamer
ADMIRAL.
Captain Wood Hutchins, leaves Portland, every TUESDAY and FRIDAY Evening at 5 o'clock, or on the arrival of the 12 o'clock Train from Boston, for EASTPORT and ST. JOHN.—Returning leaves ST. JOHN on MONDAY and THURSDAY Mornings, at 8 o'clock, for Eastport and PORTLAND, connecting with the half-past 5 a. m. Train for BOSTON, and landing her Passengers in Boston by 10 a. m.
The steamer **NEQUASSET**, Capt. T. Carey, will in future, connect regularly with the **ADMIRAL**, making the line complete to St. Andrews and Calais.
Fares as low as by any other line. Tickets to St. John, Portland, Boston or Montreal, can be had of
ROBERT STORR, AGENT,
St. Andrews.
June 30.

Summer Arrangement.
BETWEEN
ST. JOHN & ST. ANDREWS,
FROM 1st JUNE UNTIL 1st NOVEMBER.
THE Subscriber having become Contractor for the conveyance of Her Majesty's Mails between
ST. JOHN and ST. ANDREWS,
would inform his friends and the public generally, that his Coach will leave the Saint John Hotel, St. John, every evening, Sundays excepted, at 5 o'clock; and St. Andrews, John Bradford's, every morning, Mondays excepted, after the arrival of the American Mail Persons wishing to travel by this line will find good horses, comfortable coaches, careful, sober, and obliging Drivers, and all they can well expect from the Proprietor.

STAGE FARE AS FOLLOWS:
All the way through either ways, 15s. Way fares from St. John to Musquash, 5s.; from Musquash to Lepreau, 3s. 4d.; from Lepreau to McGowan's, 1s. 8d.; from McGowan's to Pennfield, 3s. 4d.; from Pennfield to Saint George, 1s. 4d.; from Saint George to Saint Andrews, 6s. 3d.
RETURNING—from Saint Andrews to Saint George, 6s. 3d.; from Saint George to Pennfield, 1s. 4d.; from Pennfield to McGowan's, 3s. 4d.; from McGowan's to Lepreau, 1s. 8d.; from Lepreau to Musquash, 3s. 4d.; from Musquash to Saint John 5s., or 4d per mile.
N. B.—Horses kept at the St. John Hotel, St. John, and at J. Bradford's, St. Andrews, where persons can enter their names and receive any information respecting the line, and rely upon being called for.
JOHN WINTERS.
St. John, N. B., May, 1855.

Notice.
THE Subscriber having had his Office destroyed by fire, will for the present conduct his business at his residence, just above the Court House, where all persons desirous of seeing him, are requested to call.
R. M. ANDREWS.
St. Andrews, 23d April, 1855. (d)

WATCHES, JEWELRY, &c.
The Subscriber has just received a further assortment of Watches, Jewelry, Cutlery, &c. consisting of—
Gold and Silver Lever & Lepine Watches, Guard Chains, Gold Buckets, a superior article; Earrings, fine gold finger Rings, silver Jet and steel Shawl Pins, black Brooches, &c. &c.
Silver Tea & Table Spoons, salt & mustard de, Joseph Rodgers & Sons old English Razors, Pocket, Jack and Pen Knives, &c.
Clocks, Watches and Jewelry cleaned and repaired &c.
GEO. F. STICKNEY.
St. Andrews, Jan. 24, 1855.

PACKET,
BETWEEN ST. ANDREWS AND ST. JOHN FOR THE WINTER.
The Subscribers respectfully intimate to the merchants and travelling public, that their fast sailing Packet **"JOHN CONLEY"** has commenced running once a week, between the above mentioned places, touching at Eastport when required—for the accommodation of Passengers and freight. The vessel is well found, and under the charge of the Subscribers.
Will leave St. Andrews every WEDNESDAY and St. John every SATURDAY, wind and weather permitting. For passage &c., apply to either of the subscribers.
HUGH McLONEY,
OB. CLARKE.
St. Andrews, February 7, 1855.

Blanks
For Sale at this Office.

TIMBER BERTHS.
Crown Land Office, July 18, 1855.
PUBLIC Notice is hereby given, That the first series of sales by Auction, at this Office, of Timber Berths for the ensuing season, will take place on the under-mentioned days:—
August 7th—Restigouche and Nepisignit Rivers, &c.
August 8th—Miramichi and Richibucto Rivers, &c.
August 9th—Petitcodiac, Musquash, and St. Croix Rivers, &c.
August 10th—Grand Lake, Kennebeca, Oromocto, and Little Rivers, &c.
August 11th—Nashuak, Pokiook, Beckagumic, Tobique, and Green Rivers, &c.
Berths under Licence during the past season only will then be offered; and particular lists thereof will be published shortly. The upset price will be twenty shillings per square mile.
JAS. BROWN, Sur. Gen.
SAINT CROIX RIVER, &c.
On Thursday the 9th day of August, commencing at 11, A. M.

No. (A.)	Name	Sq. Miles	Situation
693	Wm. K. Reynolds	2	Lepreau River
1083	do	10	do
314	Daniel Gillmor	7	New River
524	Henry E. Seeley	4	do
1240	Thomas White	2	do
1303	John L. Cameron	2 1/2	do
1329	Wm. F. Robinson	4	do
510	Francis Hibbard	4	Popelogan river
511	do	6	do
512	do	2	do
513	do	2	do
1246	do	2	do
265	John M. Coull	2	Maguadavic
266	do	2	do
270	do	2	do
270	do	2	do
285	Silas Brockway	7	Davis' Brook & Maguadavic
288	D. Milkin	4	Red Rock and Maguadavic
289	Joseph Lee	2 1/2	Maguadavic
310	Daniel Gillmor	2	do
315	do	2	do
519	Henry E. Seeley	2	do
520	do	5	do
1054	Alvia Brockway	2	do
1055	Solomon Vail	2	do
1265	Alfred Davis	3	do
1295	do	2	do
268	John M. Coull	2	Maguadavic
269	do	3 1/2	do
302	Daniel Gillmor	7	do
303	do	6	do
305	do	5	do
381	Hugh White	2	Red Rock
308	Douglas Wetmore	2	Red Rock lake
275	John M. Coull	2	do
263	do	6	Bonny River
271	do	2	do
308	Daniel Gillmor	2	do
311	do	3	do
323	Alfred Davis	2 1/2	Stone's Brook
276	John M. Coull	4	M. Douglas lake
306	Daniel Gillmor	4 1/2	M. Douglas lake
307	do	2	do
312	do	8	do
309	do	6 1/2	M. Douglas lake
313	do	7	do
318	do	4	do
514	Alfred Gillmor	2	do
264	John M. Coull	2	Pishehagan
273	do	2	do
274	do	5 1/2	do
278	do	9	do
280	do	3 1/2	do
283	do	4	do
284	do	4	do
304	Daniel Gillmor	3 1/2	do
316	do	4	do
272	John M. Coull	7 1/2	Pishehagan & Pelotoma
277	do	2	Pelotoma
281	do	2	Lake Utopia
290	Joseph Lee	3 1/2	Kedron
1053	John M. Coull	2	do
1095	do	2 1/2	do
1144	do	2	do
282	do	2	Upper Trout Brook
286	Silas Brockway	6 1/2	do
297	do	2 1/2	do
267	John M. Coull	2 1/2	Upper Niles Brook
191	Alvia Brockway	2	Pratt's Brook
322	Alfred Davis	4	Davis Brook
310	Justus Seeley	4	Clarence Hill
320	do	2 1/2	do
321	do	2	do
322	do	2	do
517	Robert Thompson	4	do
518	John A. Beckwith	4	do
516	Adoniam Gillmor	2	Clarence Brook
182	John M. Adam	6 1/2	River St. Croix
1077	Nathaniel Lamb	2	do
1474	John M. Adam	2 1/2	Pirate Brook
184	do	2 1/2	do
186	do	4	Musquash Brook
180	do	2	North Lake
185	do	5	Canoe River
1106	William M. Cann	2	do
187	John M. Adam	4	Loon Bay
188	do	2	Porter Settlement
181	do	2	Manusent Brk
1082	Wm. E. M. Allister	3	do
15	Wm. K. Reynolds	5	Lepreau River
16	do	2	do
17	do	2	do
18	do	3 1/2	do
19	do	4	do
122	Douglas Wetmore	2	Clear Lake
207	do	4	do
295	Alfred Gillmor	2	Maguadavic
1178	do	3	M. Douglas lake
120	John M. Coull	3	Pine Ridge
5	Nelson Dowdall	2	Pishehagan

54 Ephraim C. Gates 5 River St. Croix
55 do 2 do
118 John M. Adam 2 do
117 do 3 Grand Scodice Lake
53 Ephraim C. Gates 2 do
199 John M. Adam 24 North Lake
31 Nathaniel Lamb 31 Musquash Brk
73 Andrew Faison 3 Grand Manan.
JAMES BROWN, Sur. Gen.

Land for Sale.
The Subscriber offers for sale, 100 Acres of LAND, in Clarence Hill Settlement, centrally located, well covered with a good growth of Wood. The land is of an excellent quality, and worthy the attention of purchasers. For terms &c. please apply to B. Robinson, Esq., St. John.
All persons are hereby cautioned against trespassing on said Land, under penalty of prosecution.
JOHN MOORE.
July 17, 1855.

House & Lot for Sale.
The Subscriber offers for Sale, that neat and commodious COTTAGE, fronting on Water street, known as Water Lot No. 3, block letter D, Morris' Division, at present occupied by Mr. Jacob Porter, with the lot or garden attached; which is under a good state of cultivation. The House is 32 feet long by 25 feet wide, and contains five well finished rooms on the lower flat, a frost proof cellar, and is well adapted for a private family.
Terms—made known on application to **WILLIAM CAVANAGH, Robinson.**
July 10, 1855.

Emigration.
Persons desirous of having their friends in England, Ireland, or Scotland, brought out by the St. John and Liverpool Line of Packets, can procure Tickets on application to the Subscribers.
PASSAGE—From Liverpool to St. John, 25 currency for Adults; Children under 14 years, half price. Payment in all cases required when the Ticket is furnished, but if not used, and returned, the money will be refunded.
Provisions supplied agreeably to the Passenger Act, as follows:
For each Adult—3 quarts water—daily; 1 1/2 lbs. Bread, 1 lb. Wheat Flour, 5 lbs. Oatmeal, 2 lbs. Rice; 1 1/2 lb. Sugar; 2 oz. Tea, and 2 oz. Salt—weekly.
It will be necessary for persons in the country, remitting for passages, to furnish the name, age, and place of residence of the intending emigrant; the Ticket will be forwarded by first mail after receipt of the money.
J. & R. REED.
St. John, N. B. Jan. 13th, 1855.

School Teacher WANTED.
WANTED in District No. 4, Deer Island, a first or Second Class Licensed Teacher for twelve months. Apply to **JOHN RANDALL,** or **JOHN STOVER.**
Deer Island, April 18, 1855.

FAIRBANKS' PATENT SCALES.
Warehouse, 34 Kilby Street, Boston.
Railroad, Hay, Coal and Farmers' SCALES set in any part of the country, at short notice and by experienced workmen.

Molasses & Flour.
EX UTICA from BOSTON, now Landing, 100 Bbls. Canadian Superfine Fancy FLOUR.
24 Bbls. new Crop MOLASSES.
J. W. STREET.
April 3, 1855.

Ship Timber for Sale.
TWO HUNDRED TONS of Spruce and Hardwood TIMBER, for sale at Big L'Eclair Island. The timber is suitable for building a vessel from 300 to 500 tons. Parties about building will make early application to **PETER CAMERON.**
Mascareen, April 11, 1855.

ATHENEUM FIRE INSURANCE SOCIETY OF LONDON.
Capital £2000,000 Sterling.
Rt. Hon. the Earl of GLENCAUL, Chairman.
THIS Office insures against Loss or Damage by Fire all descriptions of Buildings, including Mills and Manufactories, and the Goods, Wares, and Merchandise in the same; Household Furniture, Linen, Wearing Apparel, &c.; Ships on the stocks, in harbour or in dock; River Craft and their Cargoes; and Farming Stock of all descriptions in Great Britain and Ireland, and the Colonies, and also in Foreign Countries.
HENRY SALTER, Manager,
30 Wakefield Street, London.
WM. WHILLOCK,
Agent for Saint Andrews.

NEW GROCERY STORE.
THE Subscriber would inform his Friends and the Public generally, that he has taken the store formerly occupied by the late Thomas Turner, where he will keep constantly on hand,

MOLASSES, Brown and Crushed SUGARS, TEA, COFFEE, CHOCOLATE, Cocoa, Broma, Rice, Barley Oatmeal, CHEESE, Salt, Pickles, Spices of every description, SOAP, CANDLES, Tobacco, Cigars, Snuff, Pipes, Brooms, Pails, Sarsaparilla, Indigo and Dye Stuffs of all kinds, CROCKERY and EARTHENWARE, and every description of Goods usually found in a Grocery Store, which he will sell at the lowest market prices for CASH ONLY.
JAS. W. THOMPSON.
Also on Hand—Fellows & Co's Concentrated Extract of Sarsaparilla, an excellent remedy for all diseases arising from an impure state of the blood; Fellows' Dyspepsia Bitters and Speedy Relief, Falmestocks Vermifuge, Johnston's Anodyne Liniment, Moffat's Pills, Mrs. Winslow's Soothing Syrup, Curtis & Perkins Cramp and Pain Killer, Mexican Mustang Liniment, cold drawn Castor Oil; and a large quantity of other Medicines and Drugs, so necessary in a family, but too numerous to mention in an advertisement.
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D. BRADLEY.
St. Andrews, May 16, 1855.

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1855.
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June 1, 1855.

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50 Chaldrons Smith's Coals
25 Tons Pig Iron.
All of which will be sold cheap for Cash.
JOSEPH ANDREWS & CO.
St. Stephens, Jan'y 6, 1855.

NOTICE.
MR. NEIL LOCHARY, of Saint Andrews, having been appointed my Attorney, I hereby request all persons having any legal demands against me, to present their claims to him for adjustment; and all persons indebted to me either by Note or Book account, are hereby required to pay to him their respective dues without delay. His receipt will be sufficient discharge for the same.
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