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Vol 30

Poetry.

THE WOLVES.

Ye who listen to stories told,
When hearts are cheery and nights are cold,

On the lone wood-side, and the hungry pack,
That howls on the fainting travellers track—

Flame red eyeballs that waylay,
By the watery moon the belated sleigh—

The foot that slunk in the dismal wood,
The little shoes and the stains of blood—

On the trampled snow—O ye that hear,
With thrills of pity or chills of fear,

Wishing some angel had been sent
To shield the hapless and innocent—

Know ye the fiend that is crueler far
Than the gaunt gray herds of the forests are?

Swiftly vanish the wild fleet tracks
Before rifle and woodman's axe:

But hark, to the coming and unseen feet,
Pattering by night through the city street!

Each wolf that dies in the woodland brown
Lives a spectre and haunts the town.

By square and market they slink and prowl,
In lane and alley they leap and howl.

All night they snuff and start before
The poor patched window and broken door.

They paw the claphboards and claw the latch,
At every crevice they shine and scratch.

Key-keen are the teeth that tear,
Red as ruin the eyes that glare.

Children crouched in corners cold,
Shiver in tattered garments old.

Wear the mother and worn with strife,
Still she watches and fights for life.

But her hand is feeble and her weapon small,
One little needle against them all!

In an evil hour the daughter fled
From her poor shelter and wretched bed.

Through the city's pitiless solitude
To the door of sin the wolves pursued.

Fierce the father and grim with want,
His heart is gnawed by the spectre giant.

Friendless, scaling forth by night,
With whated knife to the desperate fight.

He thought to strike the spectre dead,
But he strikes his brother man instead.

Shudder not at the murderer's name,
Marvel not at the maiden's shame.

Pass not by with averted eye
The door where the stricken children cry.

But when the beat of unseen feet
Sounds by night through the stormy street,

Follow them where the spectres glide:
Stand like Hope by the mother's side!

And be thyself the angel sent
To shield the hapless and innocent.

He gives but little who gives his tears,
He gives his best who aids and cheers.

He does well in the forest wild
Who slays the monster and saves the child.

But he does better and merits more,
Who drives the wolf from the poor man's door.

ENGLISH NAVAL POWER AND ENGLISH COLONIES.

[From an American Journal—the Atlantic Monthly—for June 1863.]

If ever a contest shall arise among great commercial powers, modern science has made new conditions, and the first inexorable demand of modern warfare is coal-deposits, and docks, and machine shops, established in ports easy of access, and protected by natural and artificial strength, and scattered at easy distances all over the commercial world. In short, men will appreciate better than they do now, that the right arm of naval warfare is not mail-clad steamers, but well-chosen Colonies.

The sagacity of England was never more clearly shown than in the foresight with which she has provided against such an emergency. Let war come when it may, it will not find England in this respect unprepared. So thickly are her Colonies scattered over the face of the earth that her war-ships can go to every commercial centre on the globe, without spreading so much as a foot of canvas to the breeze.

There is the Mediterranean Sea. A great centre of commerce. It was a great centre as long ago as when the Phœnician traversed it, and passing through the Straits of Hercules, sped on his way to distant and savage

Britain. It was a great centre when Rome and Carthage wrestled in a death grapple for its possession. But England is as much at home in the Mediterranean as if it were one of her own lakes. At Gibraltar, at its entrance she has a magnificent Bay, more than five miles in diameter, deep, safe from storms, protected from man's assault by its more than adamant rock. In the centre, at Malta she has a harbor, land-locked, curiously indented, sleeping safely beneath the frowning guns of Valletta. But from Southampton to Gibraltar is for a steamer an easy six-days' sail; from Gibraltar to Malta not more than five days; and from Malta to the extreme eastern coast of the sea and back again hardly ten days' sail.

Take the grand highway of nations to India. England has her places of refreshment scattered all along it with almost as much regularity as depots on a railroad. From England to Gibraltar is six days' sail; thence to Sierra Leone twelve days; to Ascension six days; to Cape Colony eight days; to Mauritius not more; to Ceylon about the same; and thence to Calcutta three or four days. Going farther east, a few days' sail will bring you to Singapore, and a few more to Hong Kong, and then you are at the gates of Canton. Mark now that in this immense girdle of some twelve or fifteen thousand miles, there is no distance which a well appointed steamer may not easily accomplish with such store of coal as she can carry. She may not indeed stop at all these ports. It may be more economical to use sails a part of the distance, rather than steam. But, if an exigency required it, she could stop and find everywhere a safe harbor.

What is true of the East Indies is true of the West Indies. England has as much power as we have to control the waters of the Western Atlantic and of the Gulf of Mexico. If we have Boston and New York, and Pensacola, and New Orleans, and Key West, she has Halifax and the Bermudas, and Balize, and Jamaica, and Nassau, and a score more of island harbors stretching in an unbroken line from the Florida Reefs to the mouth of the Orinoco. And if our civil war were ended to-day, and we were in peaceful possession of all our ports, she could keep a strong fleet in the Gulf and along our coast quite as easily as we could.

But it is not simply the number of British Colonies, or the evenness with which they are distributed, that challenges our highest admiration. The positions which these Colonies occupy, and their natural military strength, are quite as important facts. There is not a sea or a gulf in the world, which has any real commercial importance, that England has not a stronghold in the throat of it. And wherever the continents tend southward come to points around which the commerce of nations must sweep, there upon every one of them, is a British settlement, and the Cross of St. George salutes you as you are wafted by. There is hardly a little desolate, rocky island, or peninsula, formed apparently by nature for a fortress, and formed for nothing else, but the British lion has it secure beneath his paw.

This is a literal fact. Take for example, the great overland route from Europe to Asia. Despite its name, its real highway is on the waters of the Mediterranean and Red Seas. It has three gates—three alone—They are the narrow strait of Gibraltar, fifteen miles wide, that place where the Mediterranean narrows between Sicily and Africa, to less than a hundred miles wide, and the Strait of Bab-el-mandeb, seventeen miles. England holds the keys to every one of these gates. Count them—Gibraltar, Malta, and at the mouth of the Red Sea, not one but many keys. There midway in the narrow strait, is the black, bare rock of Perim, sterile, precipitous, a perfect counterpart of Gibraltar; and on either side, between it and the main land, are the ship channels which connect the Red Sea with the great Indian Ocean. This England seized in 1857. A little farther out is the peninsula of Aden, another Gibraltar, as rocky, as precipitous, connected with the mainland by a narrow strait, and having at its base a populous little town, a harbor safe in all winds, and a central coal depot. This England bought after her fashion of buying, in 1839. And to complete her security, we are now told that she has purchased from some petty Sultan the neighboring islands of Socotra and Kouri, giving as it were a retaining fee, that though she does not need them herself, no rival power shall ever possess them.

As we sail a little farther on, we come to the Chinese Sea. What a better track of commerce is this! What wealth of comfort and luxury is wafted over it by every breeze! The teas of China? The silks of farther India? The spices of the East! What ships of every clime and nation swarm on its waters! The stately barks of England, France, and Holland! Our own swift ships! And mingled with them in picturesque confusion, the clumsy junk of the Chinaman, the Malay prahu and the slender, darting

hang-kong of the Sea Dyak! Has England neglected to secure on a permanent basis her mercantile interests in the Chinese Sea? At the lower end of that sea, where it narrows and bends into Malacca Strait, she holds Singapore, a little island, mostly covered with jungles and infested by tigers, which to this day destroy annually from two to three hundred lives—a spot of no use to her whatever, except as a commercial depot, but of incalculable value for that, and which, under her fostering care, is growing up to take its place among the great emporiums of the world. Half-way up this sea is the island of Labuan, whose chief worth is this, that beneath its surface and that of the neighboring mainland are hidden inexhaustible treasures of coal, which are likely soon to be developed, and to yield wealth and power to the hand that controls them. At the upper end of the sea is Hong Kong, a hot, unhealthy, and disagreeable island, which gives her what she wants, a depot and a base from which to threaten and control the neighboring waters. Clearly the Chinese Sea, the artery of Oriental commerce, belongs far more to England than the races which border it.

Even in the broad and as yet comparatively untraced Pacific she is making silent advances toward dominion. The continent of Australia, which she has monopolized, forms its south western boundary. And pushed out from this, six hundred miles eastward, like a strong out-post, is New Zealand; itself larger than Great Britain; its shores so scooped and torn by the waves that it must be a very paradise of commodious bays and safe havens for the mariner; and lifted up, as if to relieve it from inland tameness, are great mountains and dumb volcanoes, worthy of a continent, and which hide in their bosoms deep, broad lakes. Yet the soil of the lowlands is of extraordinary fertility, and the climate though humid, deals kindly with the Anglo-Saxon constitution. Nor is this all; for, advanced from it north and south, like picket stations, are Norfolk Island and the Auckland group, which if they have no other attractions, certainly have this great one, good harbors. And it requires no prophet's eye to see that, when England needs ports farther eastward, she will find them among the innumerable green coral islets which stud the Pacific.

Turn now your steps homeward, and pause a moment at the Bermudas—the still vexed Bermoothes—Bermudas, with their fresh verdure, green gems in the ocean, with their soft and balmy air as Eden's were! They have their homely uses too. They furnish arrowroot for the sick, and ample supplies of vegetables earlier than sterner climates will grant. Is this all that can be said? Reflect a little more deeply. Here is a military and naval depot, and here a splendid harbor, land locked, amply fortified, difficult of access to strangers—and all this as near the Southern coast as Boston and New York are—all this within three or four days' sail of any of the Atlantic ports, north or south. England keeps this, no doubt, as a sort of half-way house on the road to her West Indian possessions; but should we go to war with her, she would use none the less as a base of offensive operations, where she might gather and hurl upon any unprotected port all her gigantic naval power.

We have asserted that England holds all the Southern points in which the continents of the world terminate. Examine this statement and see how much it means. Take your map of the world, and you will find that the land surface of the globe culminates at the south in five points, no more—America at Cape Horn, Africa at the Cape of Good Hope, Asia in Ceylon and the Malayan Peninsula, and Australia in the Island of Tasmania. Is it not surprising that these wedges which cut into the steady flowing stream of commerce, these choice points of mercantile and naval advantage, are all in the hands of one single power? Can it be of chance? Or rather, is it not the result of a well-ordered purpose, which, waiting its time, seizing every favorable opportunity, has finally achieved success?

The topic is not exhausted, but the facts already adduced prove clearly that somewhere in the British Government there has been sagacity to plant Colonies, not only at convenient distances, but also in such commanding positions that they do their part to confirm and perpetuate her maritime supremacy. Can any one fail to see how immeasurably this system increases naval force? Of course such strong-holds, wherever placed, would be of no use to a power which is not absolutely true that England holds Cape Horn for the region is united for the residence of civilized man. And were it not so, the perpetual storms leave no secure anchorage, and Great Britain holds the nearest "wild and dangerous" land, the Falkland Islands—and notwithstanding the rudeness of the climate, Stanley, the principal settlement, does a considerable business in refitting and repairing ships bound round the Cape.

which had no ships. They could not be held by such a power. But, given a fleet as powerful as ever rode the waves, given sea-men gallant and skillful as ever forled a sail or guided a helm, and these depots and harbors, scattered, but not blindly, over the earth, quadruple the efficiency of the power which they could not create.

The number of the English Colonies, their happy distribution, and above all, their commanding position, furnish subjects of exceeding interest. But the patience with which England has waited, the skill with which she has seized the proper moment for success, and especially the fixed determination with which she has held her prizes, are topics of equal or greater interest.

The history of the Rock of Gibraltar, one of the earliest of these prizes, supplies a good illustration. This had many owners before it came under British rule. But none of them seemed to know its true value. All held it with a loose grasp. Its surprise and capture by the sailors from Admiral Rooke's fleet, creditable as it was to its captors, who swarmed up the steep cliffs as they would have swarmed up the shrouds and yards of their own frigates, leaping from rock to rock with fearless activity, was equally creditable to its defenders, who either did not appreciate the worth of their charge, or else had not the courage to hold it as such a trust should have been held. But when England closed her strong hand upon it, nothing could open it again, neither motives of profit nor motive of fear. In 1720 Spain offered no less than ten million dollars for its return. A great sum in those times, and to offer to a people who had been impoverished by long wars! But the descendants of those sea kings, Drake, Hawkins and Froisher, who had carried England's flag and England's renown into every sea, would not part with the brightest jewel in her crown, and for a price. Three times, too, the besieger has appeared before Gibraltar, and vainly. From 1779 to 1782 France and Spain exhausted all their resources in a three years' siege, which is one of the most remarkable episodes in history. By sea and by land, by blockade, by bombardment, by assault, was it pressed. But the tenacity of England was more than a match for the fire and pride of France and Spain, and it ended in signal and disastrous failure.

Glance for a moment at the history of the seizure of Malta. For generations the value of this citadel had been known. All the strong nations of Europe had looked with covetous eyes upon it. But it was a difficult thing to find any pretext for its capture. It was held by the Knights of St. John, the decrepit remnant of an order whose heroism had many times been the shield of Christendom against the Turk, and whose praise had once filled the whole earth. They were now as unoffensive as they were incapable. Their helplessness was their true defence—and the memory of their good deeds. At last, in 1798, Napoleon on his way to Egypt, partly by force and partly by treaty, obtained possession of it. So strong were its fortresses, that he himself acknowledged that the knights needed only to have shut their gates against him to have baffled him. Two years, the English, watching their time, by blockade, started out the French garrison. Its new owners held it with their usual determination. Rather than surrender it—though they had made treaty stipulations to that effect—they deliberately entered upon ten years' war with France. The indignation which Napoleon felt, and the language which he used, show that he knew the value of the prize for which he was struggling. "I would rather," said he "see you in possession of Montmartre than in possession of Malta." Malta gives the dominion of the Mediterranean; I thus lose the most important sea in the world, and the respect of Europe. Let the English obtain a port to put into; to that I have no objection; but I am determined they shall not have two Gibralters in one sea—for at the entrance and one in the middle." Nevertheless he was forced to yield to destiny stronger than his own iron will. Eleven years more found him in sad exile, and the British flag still waving over the Valletta.

Nothing better illustrates the firmness with which England holds her purpose than the fate of Aden. This is the half-way station between England and her East Indian possessions—commands the Red Sea. It is the best spot for a coal depot in the East. Properly defended, it is almost impregnable. The wide roving eye of mercantile England had long ago searched out and in fancy possessed it. Hear what one of her own historians has said:—"Eager eyes had long been turned to this spot." To find an excuse, real or apparent, for its appropriation was the trouble. The Sultan of Lahidge, its owner, was indeed little better than a freebooter. But though wild, lawless, and of piratical tendencies, he had for a long time the wisdom not to molest the British traders. In 1839, however, from ignorance of its

nationality, or from recklessness, is uncertain, he seized and pillaged a native Madras boat sailing under British colors. The East Indian Government at once took advantage of the opportunity thus given. An ambassador was sent to demand remuneration, and this remuneration was Aden. The Sultan was at first disposed to accede to this demand, but soon kindling into rage, he attempted to lay violent hands upon the ambassador. The reply was—a fleet and a military force, which first cannonaded and then stormed the stronghold at the point of the bayonet. So Aden passed into the hands which had been waiting for years to grasp it. It is said by some writers that a compensation has been made to the Sultan; but the sum is not mentioned, nor the authorities for so doubtful a statement given. Most of the first Chinese war; how England stored, one after another, the ill-constructed and worse defended Chinese forts, until the courage and insolence of the Lord of the Central Flowery Kingdom alike failed.—Why, now, did not England retain military possession of Canton, or some other important commercial town? That would have given her much trouble and little profit. She chose rather to retain only one sterile island of a few miles in diameter, whose possession would weaken nobody's jealousy, but which would furnish a sufficient base for operations in any future wars.

One more example. Until about the beginning of the present century, Ceylon and Cape Colony were Dutch possessions. This is the history of their loss. Soon after the French Revolution broke out, Holland, with the consent of a portion of her people, was incorporated, if not in name, yet in reality, into the French Empire. During the long wars of Napoleon, she shared the fortunes of her master, and when continual defeats broke the power of both on the sea, her colonies were left defenceless. Ceylon and Cape Colony fell into the hands of the English; but so too did Java, Sumatra, Borneo, Macao, Berice, and, indeed, with but little exception, all her colonial possessions, East and West. At the peace of 1814, England restored to Holland the larger portion of this territory, though not without many remonstrances from her own merchants and statesmen. But Ceylon and Cape Colony she did not restore. These were more to her than rich islands. They were links in a grand chain of commercial connection. As Aden is the halfway station on the overland route, so Cape Colony is the halfway station on the ocean route; and Ceylon, while it rounds out and completes the great peninsula of which it may be considered to be a part, furnishes in Point de Galle, at the south, a needed port of refuge, and on the east, at Trincomalee, one of the finest of naval harbors, with dock yards, machine shops, and arsenal complete. Even England could be generous to a fallen foe, whose enmity had been quite as much a matter of necessity as inclination. But by no mistaken clemency could she sacrifice such solid advantage as these.

The steady march towards the control of the commercial waters of the earth, some of whose footsteps we have now traced, reveals the existence of as steady a purpose. This Colonial Empire, so wide, so consistent, and so well compacted, is not the work of dull men, or the result of a series of fortunate blunders. Back of its history, and creating its history, there must have been a clear, calm, consistent, ambitious policy, which has usually regarded appearances, but which has also managed to accomplish its cherished purposes. And the end towards which this policy tends is always one and the same—to enlarge England's commercial resources, and to build up side by side with this peaceful strength a naval power which shall keep unshaken her proudest title—"Mistress and Sovereign of the seas."

With justice England is called the mightiest naval power in the world. And well she may be. She has every element to make her might. The waves which beat upon her coast train up a race of seamen as hardy, as skilful, as courageous as ever sailed the seas. In her bosom are hidden inexhaustible stores of iron, copper, and coal. Her highland hills are covered with forests of oak and larch, growing while men sleep. Her borders are crowded with workshops, and her skies are dark with the smoke of their chimneys, and the air rings with the sound of their hammers. Her docks are filled with ships, and her watchful guardians are every sea. Her eyes are open to profit by invention. And her strong Colonies, overlooking all waters, give new vigor and a better distribution to her naval resources. A mighty naval power she is, and, for good or evil, a mighty naval power she is likely to continue. The great revolutions in warfare which in our days are proceeding with wonderful rapidity, may for a time disturb this supremacy; but in the end, the genius

of England, essentially maritime, and as clear and strong on the sea as it is apt to be weak and confused on the land, will enable her to stand on her own element as she has stood for centuries, with no superior, and with scarcely a rival.

FROM THE STATES.

Bangor, July 23. Rumored at Washington that Johnston surrendered to Sherman or Grant, but not authenticated.

Latest from Virginia says two armies are watching each other. Confederates west side and Federals east side Blue Ridge.

Tribune's correspondent says main body of Federal army is twenty-five miles south of Berlin with no present appearance of forward movement. Lee lies between Martinsburg and Manchester.

On movement on Donaldsonville, La., 30th Mass regiment was surprised, losing 150 killed and wounded and three field pieces.

Gen. Banks will endeavor to recover Becher City and Opelousa railroad.

Gunboat "Sciota" sunk on Mississippi by collision.

Heavy and rapid firing heard off Petit Manan this afternoon, smoke apparently from burning vessel, visible.

Bangor, July 24. Remains of Morgan's force, reported 1000 were near Zanesville, Ohio, yesterday.

Lee's entire army reported in motion yesterday forenoon, moving rapidly towards Winchester.

Scouts report increased cavalry force at Harper's Ferry with two Regiments of Infantry—one dressed in Federal uniform.

Johnson reported at Brandon, and Sherman occupying Jackson.

Federal successes at Natchez, Yazoo City, and Jackson fully confirmed. Great consternation throughout Southern country.

Two more barks burned by pirates.

Ship George Griswold which carried relief to England, captured by pirate Georgia and bonded.

Reported Gen. Stanley entered Huntsville Ala., 13th.

Philadelphia Common Council negated bill appropriating money for exempting drafted men, but appropriated a million of dollars for the relief of families.

July 25.

Expedition up Kanawha Valley successful—cut Virginia and Tennessee Railroad at Hitherville, capturing latter place after severe fighting, taking over one hundred prisoners, two pieces artillery, seven hundred stand of arms. Federal loss sixty-five killed and wounded. Enemy lost ninety-five killed—town totally destroyed—retaliation firing from houses.

Richmond Whig says loss rolling stock several Railroads left in Federal hands by evacuation of Jackson incalculable and irreparable. Nothing goes well in South West. It also mentions destruction Railroad Bridge over Neuse River by Federal Cavalry raid from Newbern, cutting off communication several weeks.

Steamer Imperial from St. Louis arrived at New Orleans 19th without annoyance or obstruction.

Despatch received at Newbern, 20th, from Beaufort, says Federals obtain entire possession of Morris Island.

July 27th.

Gen. Morgan and balance of his command were captured yesterday.

Confederates attempted to drive Federals from James's Island, 19th, repulsed with great slaughter.

Bombardment of Fort Wagner resumed with very severe loss.

Whole Federal loss since 10th, 1,000.

Herald's special says, believed Lee has escaped and reached Culpepper or Orange Court House.

Federal cavalry captured 1,200 head of cattle at Chester Gap on Thursday.

All gae in possession of Federals.

Washington Republican says Lee has been delaying on Upper Potomac to secure his plunder, and is now moving towards Richmond with immense trains of supplies.

Gen. Grant attacked Confederates near Fort Gibson, Arkansas, routing them, capturing many prisoners. Enemy left sixty dead on the field.

FROM NEW ORLEANS.

New York, July 22.—The steamer Creole from New Orleans 16th, arrived at midnight. Spoke off Florida coast, gunboat Cuyler, with a side-wheel prize steamer in tow.

The following items are compiled from the Era:—

A despatch from Port Hudson on the evening of the 13th, from Gen. Banks to General Emory, states that Gen. Sherman had driven Johnston out of Jackson and was pursuing him rapidly.

The body of Col. Holcomb, killed while leading a bayonet charge of the 1st Louisiana, had arrived at New Orleans enroute to Granby, Conn.

Col. Clift of the 3d Massachusetts Cavalry has been appointed Provost Marshal of Port Hudson, and had sent a large number of prisoners to New Orleans, including all the commissioned officers, who are about to be paroled.

The ceremony of receiving the surrender of Port Hudson was conducted by Gen. Andrews, who received the sword of General Gardner, but returned it to him on the evening of the 8th.

Seven transports had left Port Hudson for operations in another quarter.

Brig. Gen. G. I. Andrews has been appointed commander of the Corps de Artillerie, and commandant of Port Hudson.

Several hundred rifles and two cannons were found buried at Port Hudson. The news of Lee's defeat was received with intense satisfaction by our army at Port Hudson and New Orleans.

New York, July 22.—The Express contains a rumor that a test case on the constitutionality of the conscription law is to be brought before the Court of Common Pleas next Monday, and be immediately carried to the Court of Appeals.

A Barbadoes paper of June 23d, reports the arrival there of a boat containing a Lieut. and nine men belonging to the pirate Florida, being the prize crew of a vessel she had taken, and which was intended to run the blockade. Being short of water near the island, they set her on fire, but she stranded, and her cargo had become a cause of strife among the islanders. The military had been called out, and a collision with the mob is reported to have taken place. The report looks very like a canard.

An Ohio Catholic Bishop on the Riots.—The Cleveland Herald of Monday says:—

"Bishop Kappeler yesterday morning preached a sermon in the cathedral on the subject of the riots in New York. He was unsparing in his denunciation of the mob that had committed such outrages. He warned his hearers against any act that tended in any degree to provoke such scenes here. He said that the law must be obeyed, and the conscription law must be submitted to among the rest. He urged the members of his flock to attend strictly to their business, and not even discuss the question of the draft. If any of them were drafted, and could not procure exemption, they must do their duty to their country as soldiers."

If the drafted man was poor, and no provision was made by the city or county for the relief of his family, they should be cared for by the Church.

He warned them not to ill-treat the colored people. A colored man had as much right to live, and to labor for his living as a white man had, and their right must be respected. It was cowardly and sinful to molest those people because their skin was of a different color.

He also spoke against the practice of demanding extortionate wages. It was wrong and wicked to extort from employers more than the fair price of their labor.

Finally, he warned them not to provoke a breach of the peace in any manner.

BRITISH NEUTRALITY.—The following dispatch has been received at the Independent News Room:—

New York, July 22. The Tribune's special Washington dispatch says that the report of Messrs. Aspinwall and J. M. Forbes, from England, is not very satisfactory. It is apprehended that the rebel fleet now building there will sail in spite of the remonstrances of our government.—[Journal.

THE WOOD TRADE.

Farnworth & Jardine, in their Liverpool Circular of the 10th, say:—

SPRUCE AND PINE DEALS.—Two cargoes of St. John Spruce have been sold by auction at the respective averages of £7 13s 3d. and £7 14s. 7d. per standard, and Pine at £7 15s per standard. By private bargain lower port Spruce have been sold at from £7 7s. 6d. to £7 12s 5d. per standard.—To-day by auction two cargoes of St. John Deals were sold at the respective average of £7 15s. and £7 18s. per standard for Spruce, and a parcel of Pine, described as specially selected, first quality £12 10s. second quality at £11, and third quality at £8 6s. per standard.

BOARDS AND SCANTLING.—The former have been sold at from £6 15s. to £7 5s., and the latter at £6 12s 6d. to £7 per standard; 6 in. alone have brought £7 2s. 6d. to £7 5s. per standard.

SHIPS.—There has been more doing the past week. *Kerth*, 1060 O. M., 1050 Register, built in New Brunswick in 1855, and classed A 16 years at Lloyd's, £3205; *Sunshine*, 1467 tons, American built at Bath in 1856, £2800; *Glathena*, 808 O. M., 794 Register, built at Quebec in 1862 classed A 7 years at Lloyd's and copper fastened, £10 per ton.

HORRIBLE DEATH OF A LITTLE BOY.—Yesterday afternoon about 5 o'clock, a little boy named Samuel, son of George Burke, aged 11 years, was accidentally killed at the Straight Shore. Mr. Burke is tenant at Mr. Hillyard's Ship-Yard, and yesterday was driving his slaves toward the yard, when several boys, among the number his own son, jumped on the wagon. In passing through the gate to the yard a root lay in the entrance. The first wheel cleared it, but the hind one struck, tipping the slaves up. The boy was standing on the vehicle, and his feet slipping, he fell between the wheel and body of the slaves. He cried out, "My God, father, I am killed." On Mr. B.'s turning round he saw his son entangled in the wheel and the blood rushing out of his mouth. He instantly stopped the horses, but the boy was dead. The wheel had made but a half turn, and the body was bent double over the hub. His neck was broken, and the shoulders much bruised and mangled.—[St. John Post.

DEATH BY DROWNING.—On the afternoon of Sabbath last, Henry Irving, a young man of 18 years of age, son of Mr. John Irving, of Hatter Settlement, was drowned in the Mohannas Stream, near St. Stephen, while

bathing in company with several younger companions. The sad event has elicited the deepest feelings of sorrow and sympathy, specially for the mother of the deceased, who is in a very distressed state of mind.—[Presbyterian.

REV. JAMES BENNETT writes to us off Queenstown, July 4, just about to land in good health and spirits, after a splendid passage. Rev. Drs. Gray and Hellmuth were fellow-passengers.—[Ib.

LET H. B. M. ship-of-war Challenge was ordered by the British Consul in New York to take position in the river to protect British colored seamen from the attacks of the evil disposed.

THE WEATHER.—Last copious showers have very much improved the growth of under grass, and the scythe, the rake and the pitchfork, will find a little more to do than it was feared, before the gentle and refreshing rains came, they would have. Potatoes and other crops begin also to give more promise, and upon the whole, perhaps the New-Branswick farmer will not have so much cause to mourn over blighted prospects, as it was earlier in the season apprehended. Let us be thankful—one thing we are blessed with—PEACE reigns throughout our land, and in the British Provinces, every man, woman and child, can walk abroad by day or by night, "no man daring to make afraid."—[St. Stephen's Advocate.

A Barbadoes paper of June 23d reports the arrival there of a boat containing a Lieutenant and nine men belonging to the pirate Florida, being a prize crew of a vessel she had taken, and which was intended to run the blockade, being short of water near the island they set her on fire, but she stranded, and her cargo had become a cause of strife among the islanders. The military had been called out, and a collision with the mob had taken place. The report looks very like a canard.

ST. ANDREWS, JULY 29, 1863.

AGRICULTURAL MEETING.—On Tuesday last, Mr. STEVENS, secretary to the Board of Agriculture, delivered an address on agricultural subjects, at the parish of Dumbarton; there was quite a large attendance of the farmers of the district, and his address was received with much satisfaction.

Mr. Stevens after briefly referring to the importance of agriculture to every country, proceeded to point out some of the more striking objects in the practice of Agriculture: among which were the occupation of too much land, and consequent insufficient culture and enriching of same; good farming he stated, consisted in getting the most of the least space of ground, whilst the common practice was to get the least off the most ground; he showed how this practice might be remedied in the more extended making, saving, and preserving of manure, and how this could be practised to a much greater extent by even the poorest farmer. He made several suggestions as to the best means of increasing the manure pile; he dwelt at some length on the evils arising from want of proper system in agricultural operations, and pointed out the most approved modes of conducting farming operations, so that the land of the farmer might be made to yield the most without exhausting the soil; the rotation systems as practised by different farmers were explained, and the reasons for adopting the same. He explained also the benefits to be derived from draining, and strongly enforced its necessity wherever requisite, showing that from the material thrown out from the drains when dug, the manure pile might be largely increased, and thus the cost of draining in great measure become repaid. The good results arising from a frequent and thorough tillage of the soil were enforced.—[Sheep husbandry was also alluded to, and the practice of farmers in allowing their sheep to deteriorate was pointed out, and the folly and loss of selling the best lambs to the butcher and breeding from "the poorest were condemned. Several remarks as to the most judicious breeding of several kinds of stock were made. The address was chiefly of a practical nature.

After the meeting adjourned, many of the farmers had some animated discussions on the matters that had been brought under their notice. We understand it is the intention of Mr. Stevens to visit other localities in the Province, and to hold similar meetings to the above during the present season; we therefore confidently bespeak for him a favorable reception by the farmers generally, and anticipate the most beneficial results from such a course. It may not be out of place to state that Mr. Stevens is the worthy President of one of the best associations of its kind in the Province—the St. Croix Agricultural Society, and what is of as much importance, an intelligent practical farmer. Notwithstanding his professional duties as a law-

yer, and we may add a legislator, he takes time to attend to his farm and stock, and from his position and abilities is well qualified to lecture upon agriculture.

FESTIVAL.—The Scotch Church Sabbath school festival came off on Wednesday last at Mowat's grove. The children during the afternoon, which was fine and warm, amused themselves with a variety of games, swinging, &c; their merry, ringing laugh and cheerful countenances gave evidence of their enjoyment. At four o'clock they were seated round the large tables, which were covered with a variety of cake, tarts, pies, &c, with tea and coffee, kindly provided by their teachers and parents. After a blessing was invoked by their pastor, the Rev. Mr. Ross, the scholars partook of the bountiful repast, to which they did ample justice, being waited upon by the young ladies and gentlemen who presided. When the children had finished, they again returned to their amusements, while the teachers, parents and guests enjoyed "a sociable cup of tea." The shades of night were falling fast, when the party, much gratified with their annual festival, returned to town.

CONCERT POSTPONED.—The Concert by Whiting's Minstrels, advertised to take place last evening, was unavoidably postponed. It will take place on Friday evening next. The Company are highly commended, and are reported as unusually good.—[See advertisement.

Four oxen lying on the Railway track, on Friday night last, within two miles of Canterbury Station, were killed by the Locomotive which ran over them. No other damage was done except that the engine was thrown off the track.

Hon. Charles Connell and David Munro, Esq., M. P. P., passed through here on Monday last.

The Street Commissioner informs us that several of the iron gratings have been stolen from the water courses at the corners of the streets. These petty thefts are disgraceful.

ROBBERING GARDENS.—Several lads were taken up and fined this week, for stealing fruit from gardens in town. We trust that the example made and the caution given by the Magistrate to the youths present, will have the effect of preventing the repetition of such misconduct.

We understand that the criminal docket, at the August Circuit, will be larger, than for several years. A case is undergoing examination of a most disgraceful nature, which we trust, for the credit of the county, may not come before the public as there are grave doubts as to the correctness of the verdict.

The Episcopal Church at St. Stephen was destroyed by fire on the night of the 23d inst. The fire is supposed to have been the work of an incendiary.

HONOR TO THE DISCOVERER OF PHOTODUPLICATION.—The degree of L. L. D. was conferred upon William H. Fox Talbot, Esq., in the University of Edinburgh, Scotland, upon which occasion Prof. Muirhead acknowledged the obligations of the world to the discoverer of the photographic art. He said:—Wedgworth and Davy, indeed, had early in the century some faint idea of the secret, the elder Niépce had experimented not entirely without success; Daguerre had announced that he had overcome the difficulties that had baffled his predecessors; but it was Mr. Talbot who first made known that method of photogenic operation which however imperfect originally, has yet formed the basis of all that is valuable in the subsequent development of the art."

SHOCKING ACCIDENT.—This afternoon about two o'clock, a fine little boy, George Simonds, son of the late Charles Simonds, Esq., was suddenly and instantaneously killed by the falling of a mass of earth and gravel, in an excavation in St. James's Street, whence labourers have been lately removing gravel for repairing the streets. The poor little fellow, together with two companions, the children of Mr. Wm. Duffell, was playing in the excavation, when the overhanging mass suddenly fell and buried him, his head being literally crushed in pieces.—Death must have been instantaneous. His widowed mother is almost frantic with grief. Gross negligence attaches to some person or persons for excavating in so dangerous a manner.—[Courier.

Rev. Jas. Vallandigham, of Newark, Del., and Dr. N. H. Clark, were arrested Friday last by the provost guard. They took the oath of allegiance and were released.

The public debt of the United States up to July 17th, 1863, was \$197,274,366.

The Washington Star thinks Lee is aiming for a junction with Biagg, and Johnston to attack Rosecrans with a prospect in case of a defeat of the remnants of the rebel army.

ies retreating across the Mississippi, into Texas and Mexico.

A NEW WAR VESSEL.—A new war vessel is said to be in process of construction at Cincinnati. This strange craft is known as "Elliott's War Turtle," and is described as follows:—

"It is shaped like a large punch bowl with the propeller in the form of a turbine wheel, placed at the bottom and so arranged as to take water in through eight radial tubes, which may be opened or closed by valves, said tubes connecting with the propeller and the outer edge or hull of the vessel. The propeller presses the water downward from its cylinder and revolves always in the same direction, and when the vessel is to be moved forward in any direction, one or more of the valves is opened, thereby relieving the pressure on that side, while the pressure still remains on the opposite side to propel the vessel. The turret is very similar in appearance to those on the Monitors, but is built fixedly and firmly on the top of the vessel, and lined inside with heavy timbers. It revolves with the turret by the action of the water upon the rudders placed in the mouth of the radial tubes. It mounts four guns."

ARRIVAL OF THE "SCOTIA".

CAPE RACE, July 25th. "Scotia" arrived at 10 o'clock Friday night.

Great anxiety for final result of battle between Meade and Lee. English journals accord praise to Union troops.

"Morning Post" says except at Antietam they never showed more steadiness.

"Daily Telegraph" thinks Meade entitled to more credit than any Federal commander, having at a blow altered the character of the conflict.

The "Times" does not yet see the ground for Lincoln's hopeful anticipations. Principal struggle to come. Looking at Vicksburg, Port Hudson, as well as Pennsylvania.

The Times estimates chances heavily against Federals. It also says that Evans, who visited London to assist Adams in international question, returns home in Scotia.

The belief is that his presence has been useful, and he has conducted his mission with satisfaction to all parties.

In House of Commons Lord Cecil asked whether compensation would be granted to captains liability for detention of steamer Gibraltar, late Sumpter, and complained that Government allowed themselves to be made mere tools of by Adams.

Gladstone says Government were not aware that liability sustained any injury by detention and he repudiated the idea of the Government being influenced by pressure from American ministers.

Professor Wheatstone invented system by which Messages could be sent through Atlantic Cable three times quicker than known method.

Russian note delivered to France on the 17th, asserted very conciliatory; all six points asserted, but amnesty to all laying down arms proposed in stead of armistice.

Insurrection continues active.

Reported that France has, or is about to renew overtures to England and Spain on Mexican question.

Rto, June 25th—Coffee seventy one hundred to seventy three hundred for good firsts.

Paris Journals published despatch to Emperor recording Forey's entry into City of Mexico. Inhabitants are represented as enthusiastic for France Intervention. (The keys of City in silver were offered to Emperor by municipality in address to Forey.

Russia.—Imperial decree issued directing in view of present state of affairs a fresh levy of troops in November at a state of population.

Scotia has hundred and fifty four passengers.

PARIS, 19th.—Memorial diplomatic announcing Russia's reply states that notes of three powers were the minimum to which they could consent to.

Memorial diplomatic in a telegram from Vienna states that reply of Prince Gortschakoff does not entirely respond to expectations of Austria, who will immediately consent to ulterior measure with the western powers for attaining their common purpose.

Moniteur announced that France demands from Italian Government the surrender of the five brigades arrested at Genoa, saying that arrest constituted a violation of French law.

Cotton firm.

Flour firm.

Breadstuffs steady.

Consols 93 1-8.

A despatch from Port Hudson on the 13th from Gen. Banks to Gen. Emory, states that Gen. Sherman had driven Johnston out of Jackson, and was pursuing him rapidly.

Several hundred rifles and two cannons were found buried at Port Hudson.

The ceremony of receiving the surrender of Port Hudson was conducted by Gen. Andrews who received the sword of Gen. Gardner but returned it to him.

New York, July 25.—The steamship Edinburgh left to-day for Liverpool, with \$716,650 in specie.

The Borussia also sailed to-day for Hamburg, with \$899,000 in specie.

SUBSTITUTES WILL SKEEDADDLE.—We learn that on yesterday eight substitutes, who were to have the honorable distinction of representing so many Boston merchants in the "600,000 strong" of Father Abraham,

slid out of the cars at and vanished. They were ready to take the money tates again, or as often land Advertiser.

The steamer Queen trip last night from Ct. The evening was very party appeared to enjoy lar Captain of the Qu notice, his St. Andrews, out for a sail to the 1-ry fine night.

Samuel Waite, Esq., Sentinel was in town o

At Broomborough Ch land, by the Rev. Chae Troushen, Decon, Davi rector of the Cunard Co eldest son of Charles M Rankin, only daughter Esq., Broomborough Hal

On the 27th inst., aft of consumption, Thous aged 23 years, third son Snodgrass deceased l exemplary patience; he promise, and was much this, his native place, Mr., where he had char lishment for the last tw he returned early last i failing health. His on At St. John, on the 2 and tedious illness, Ma Mr. Alexander Signe, is age.

At St. John, on the ward, aged 6 months east son of Vernon an At St. John 25th ins ter of Mr. Alex. Signe, her age.

Concert P GOVE'S ONE NIGHT First Year through th WHITING'S FROM NE

have the honor to anno one of their first class C HALL, St. Andrews, e Friday night

Owing to unavoidable regret not being able to previously advertised, 27 For particulars see Tickets 25 cents. Du to begin at 8 o'clock. St. Andrews, July 29,

Cum.—Mr. Whiting l that his Company has bo regard to vocal exa lence aspects he can confidently place a negro minstrelsy hall shall be sung, said, on from those which can pos sive, to good taste or proj

Ladies ST. ANDR

MRS. KENDALL number of young ladie to her daily pupils. The course of instruct English, French

Writing and Arithmetic the use of the Globes Music and Singing, pla Work.

The French, Italian, ex, are open to ladies a these branches of study The greatest attention manners, religion all neatness of the pupils

Board and Tuition, in except Italian, £50 per DAY

English, Ditto, including Fr Music. Fuel for season

To Consi THE ADVERTIS RESTORED TO by a very simple remedy, rai years with a severe dread disease. Consum known to his fellow-sub To all who desire it, I prescription used (free c tions for preparing art they will find a sure c thoma, Bronchitis, &c. advertiser in sending th the afflicted, and spee conceives to be invalua sufferer will try his reu nothing, and may prove Purses wishing the p dress.

Rev. EDWARD N July 22.—3ms. K

DR. FA Has returned to St. At the practice of his profe St. Andrews July 1, 1

Mississippi, into
A new war vessel
construction at
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SPOTLIGHT
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-Live steamship
Liverpool, with

to-day for Ham-
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REDADDER.—We
ight substitutes,
stable distinction
merchants
Father Abraham,

solid out-of-the cars at Yarmouth Junction
and vanished. They were Canadians from
the vicinity of St. Hyacinthe, are probably
ready to take the money and go for substi-
tutes again, or as often as wanted.—[Port-
land Advertiser.

The steamer Queen made an Excursion
trip last night from Calais to this town.
The evening was very fine, and the large
party appeared to enjoy it. If the popu-
lar Captain of the Queen will give timely
notice, his St. Andrews friends will turn
out for a sail to the Islands or in the bay
on a fine night.

Samuel Waite, Esq., of the Woodstock
Sentinel was in town on Monday.

ARRIVED.
At Bromborough Church, Cheshire, Eng-
land, by the Rev. Charles Marton, Rector of
Trusheim, Devon, David MacIver, Esq., Di-
rector of the Cunard Company, at Liverpool,
eldest son of Charles MacIver, Esq., to Ann
Rankin, only daughter of Robert Rankin,
Esq., Bromborough Hall.

DIED.
On the 27th inst., after a lingering illness,
of consumption, Thomas Parks Snodgrass,
aged 23 years, third son of Isaac and Susan
Snodgrass. Deceased bore his illness with
exemplary patience; he was a young man of
promise, and was much respected, not only in
this, his native place, but also in Portland,
Me., where he had charge of a large estab-
lishment for the last two years, and whence
he returned early last spring, owing to his
failing health. His end was peace.

At St. John, on the 27th inst., after a long
and tedious illness, Mary, third daughter of
Mr. Alexander Sime, in the 21st year of her
age.

At St. John, on the 24th inst., Albert Ed-
ward, aged 6 months and 24 days, young-
est son of Vernon and Helen Hanson.

At St. John 25th inst., Mary, third daugh-
ter of Mr. Alex. Sime, in the 21st year of
her age.

Concert Postponed.

GOVE'S HALL!

ONE NIGHT ONLY!

First Tour through the British Provinces!

WHITING'S MINSTRELS,

FROM NEW YORK.

have the honor to announce that they will give
one of their first class CONCERTS at GOVE'S
HALL, St. Andrews, on

Friday night, JULY 31st.

Owing to unavoidable circumstances they
regret not being able to perform on the evening
previously advertised.

For particulars see Programmes.

Tickets 25 cents. Doors open at 7; Concert
to begin at 8 o'clock.

St. Andrews, July 29, 1863.

CARD.—Mr. Whiting begs to assure the public
that his Company has been selected with a special
regard to vocal excellence, and while in other
respects he can confidently claim for them a high
place in negro minstrelsy, he would add that noth-
ing shall be sung, said, or done, in any of the per-
formances which can possibly be considered effec-
tive, to good taste or propriety.

Ladies Seminary,

ST. ANDREWS, N.B.

MRS. KENDALL will receive a limited
number of young ladies as boarders, in addition
to her day pupils.

The course of instruction comprises the
English, French, and Italian
Languages:

Writing and Arithmetic, Geography, including
the use of the Globes; Astronomy, History,
Music and Singing, plain and ornamental Needle
Work.

The French, Italian, Music and Singing classes,
are open to ladies who desire to pursue any of
these branches of study exclusively.

The greatest attention is paid to the comfort,
morals, manners, religious instruction, and person-
al neatness of the pupils.

TERMS:
Board and Tuition, including all the branches
except Italian, £50 per annum.

DAY PUPILS.
English, £5 0 0 per ann.
Latin, including French, 8 0 0
Music, 8 0 0
Fuel for season, 0 5 0

To Consumptives.

THE ADVERTISER HAVING BEEN
RESTORED to health in a few weeks,
by a very simple remedy, after having suffered sev-
eral years with a severe lung affection, and that
dread disease, Consumption—is anxious to make
known to his fellow-sufferers the means of cure.

To all who desire it, he will send a copy of the
prescription used (free of charge), with the direc-
tions for preparing and using the same, which
they will find a sure cure for Consumption, as-
thma, Bronchitis, &c. The only object of the
advertiser in sending the Prescription is to benefit
the afflicted, and spread information which he
conceives to be invaluable, and he hopes every
sufferer will try his remedy, as it will cost them
nothing, and may prove a blessing.

Parties wishing the prescription will please ad-
dress—

Rev. EDWARD WILSON, Williamsburgh,
July 22.—3ms. Kings County, New York.

DR. PARKER

Has returned to St. Andrews, and will resume
the practice of his profession as heretofore.

St. Andrews July 1, 1863.

WANTED.

A BOY from 14 to 16 years of age, who can
read and write, to work at the Printing
business. Apply at the
June 24, 1863. STANDARD OFFICE.

2 WINCHES; 1 TREENAIL MACHINE.
For sale by
July 1st, 1863. J. W. STREET & SON.

FLOUR CORN, &c.

To arrive Ex "Hammer" from
New York.
150 B BLS super fine & EX state flour;
100 Bags Corn. Barrels Beans.
6 Boxes No. 1 Tobacco, &c. &c.
Apl. 25. J. W. STREET & SON.

MARSHALL HOUSE.

(ON THE BRIDGE PLANT)
No. 16 Marshall Street,
Between Hanover and Union Sts. BOSTON.
J. & G. WADSWORTH, Proprietors.
Single Rooms 37 1-2 Cents.

DENTAL NOTICE!

D. R. MACKEY has arrived and taken rooms
at Pheasant's Hotel where he is prepared
to practice his profession in all its branches.
His stay will be limited and those requiring his
professional services will please give him an early
call. J. L. MACKEY.

ARRANGEMENT FOR 1863.

THROUGH ROUTE FROM
AKOOSTOK, PRESQUE
ISLE, HOUTON, AND
WOODSTOCK, N.B.

NEW BRUNSWICK & CANADA RAIL-
WAY AND
International Steamship Co.,
To New York, Boston, Portland,
ST. JOHN ESTPORT,
AND CALAIS.

NO. 1. PASSENGER AND FREIGHT
TRAINS will leave St. Andrews, for
Woodstock Station, every Monday, Wednesday
and Friday, at 9 A. M., passing the day
train (No. 2) on Wednesday at Maudslayi
Station, and will leave Woodstock Station, every
Tuesday, Thursday and Saturday at the above
hours.

No. 2. EXPRESS TRAIN, will leave St. An-
drews every Monday after arrival of boat from
St. John, and every Friday on arrival of boat
from Boston, and will leave Woodstock Station
every Monday in time for boat same day for
Boston, and every Wednesday at 9 A. M., passing
the up train (No. 1) at Maudslayi.

Through Fares each way as follows:—
Woodstock Station to Boston, \$7.00
do. Portland, 6.00
do. St. John, 3.00
do. Calais, 2.50
do. Estport, 2.50

Tickets may be had from the undermentioned
Agents, at the different Railway Stations, and on
board any of the Boats.

O. JONES, HENRY OSBURN,
Sup't. Manager.

Whitney & Bridges, 38 Water street, Boston;
Thos. Johnston, Calais; Me; E. E. Eaton, Steam-
boat Wharf, Portland; George Hayes, Eastport;
D. J. Seely, Water street, St. John; Vmwart &
Stevenson, Woodstock. July 13th.

VALUABLE REAL ESTATE,

For Sale.

THE undersigned Trustees of the Estate
of S. H. Whitlock, Esq., offer for Sale
TOWN LOTS No. 5 and 6 in Block L, Parish di-
vision of the Town Plat, together with the build-
ings.

If not previously disposed of, the said premises
will be sold at Public Auction, on Friday, the
twenty eighth day of August next, at eleven
o'clock, A. M., at the Market Square Saint An-
drews.

W. HATCH,
C. KENNEDY, Trustees.

St. Andrews, July 15, 1863.

MEETING OF COURTS.

THE Courts of Oyer and Terminer and
General Jail delivery for the County of
Charlotte, will sit at the Court House in Saint
Andrews, on Tuesday the 4th day of August
next, at 12 o'clock.

The Courts of Common Pleas and General
Sessions of the Peace, will be held at the Court
House on Tuesday the 15th of September next.

At which time and place all Magistrates, Co-
roners, and Constables of said County and all
persons required to be at these Courts are hereby
publicly notified to give their attendance.

THOS. JONES,
Sheriff of Charlotte.

St. Andrews, July 8, 1863.

MOLASSES.

Just received at the UNION STORE,
and for sale low.

30 H HDS bright Muscovado Molasses.
30 Bbls superior quality Brown Sugar.
April 22, 1863. J. R. BRADFORD.

EDWARD F. LAW,

Watch and Clockmaker,

RESPECTFULLY announces to the Public
that he has commenced business in the shop
adjoining H. Whitakers opposite Bradford's
Hotel Water Street; and, trusts, by attention
and promptness to receive a share of patronage
Watches, Clocks, and Jewelry neatly repaired.—
St. Andrews Dec. 10, 1862.

NOTICE.

ALL persons having any demands against the
estate of William Miller, of Pemmfield, de-
ceased, are requested to present the same duly at-
tested within three months from this date; and all
debts are requested to make immediate pay-
ment to

St. George, JAMES HUNTER,
May 12, 1863. Surviving Executor.

Albion House.

Water Street, St. Andrews!

Ladies and Children's Boots and shoes—in
CALFSKIN, GOATSKIN, SERGE
CLOTH.

CONGRESS—BALMORALS—
ANKLETIES.

All of Provincial manufacture and every pair
warranted—and will be sold at a very small ad-
vance on cost.

JOHN J. MAGEE.
Take notice. No second price. No use to
try to beat us down.

\$5,000 Charlotte County Bank Bills will be
taken in Exchange for Dry Goods—24 per cent
premium paid.
June 24, 1863.

Live and Let Live.

HIGHLY important to those who want out-
fits—and who is it that does not.
Everybody wanted to come with cash in their
pockets to buy

MAGEE'S Cheap Cottons.
FACTORY COTTON, 10 to 20 cents per yard
WHITE SHIRTING 12 1/2 to 22 1/2 do.
STRIPED SHIRTING 18 1/2 to 22 1/2 do.
RED TICKET 14cts do.
PRINTED COTTON 10cts do.
PRINTED COTTON 14cts do.
PRINTED COTTON 16cts do.

One Price!
No Second Price!
Albion House Water Street.
JOHN S. MAGEE.
Proprietor.

St. Stephen Bank Bills taken at the
face. June 24, 1863.

Skeleton Skirts!

CHEAP FOR CASH.

Childrens Skirts 12 1-2
Childrens Skirts 15
Childrens do 20
do do 25
do do 30
Ladies do 20
do do 25
do do 30
do do 35
do do 40
do do 45
do do 50
do do 55
do do 60
do do 65
do do 70
do do 75
do do 80
do do 85
do do 90
do do 95
do do 100

Ladies Extra heavy Wire Skirts 90 to 125
A lot of the New Gore Trail Skirts very grace-
ful and the rage in New York.

Ladies please call and examine at the
ALBION HOUSE.
JOHN S. MAGEE.

June 24, 1863.

New Store.

THE Subscriber having removed into his new
Store at Bay Side, wishes to say to his
friends and the public generally, that he con-
tinues to keep constantly on hand a choice selec-
tion of

Dry Goods, Groceries, and Provisions,
Also, Earthenware, Hardware, Boots & Shoes;
all the most valuable patent medicines, now in
use; Confectionery, &c., together with a great
number of articles, too numerous to mention in this
advertisement and all will be sold at moderate
prices.

Thanking those who have patronized him dur-
ing the last ten years, he relies on his former
efforts to accommodate those to a continuance of
their custom.

F. W. BRADFORD.
Bay Side, July 1st, 1863.

Stage Accommodation.

THE Subscriber notifies the public that he has
established a connection by means of a con-
venient Covered Carriage with the Railway trains
Steamboats and Hotels, in St. Andrews.

Persons will be taken to any part of the town;
those desirous of being specially called for, will
signify their wish on his slates, kept at Pheasant's
and Bradford's Hotel.

He is open to any other engagement for the
use of his carriage, not interfering with the above
undertaking.

G. BYRNE,
Proprietor.

LETTERS

REMAINING in the Post Office, St.
Andrews, 1st of July, 1863.

Billings, Robert
Brown, Joseph
Butler, James
Brown, Chas. F. 2
Brewer, Jonathan H.

Curtis, Julia A.
Chandler, George
Campbell, R.
Caie, Mr. L.
Crowdsdale, W.
Caulsonen, Thomas

Dobson, Charles
Ford, Martin
Fauls, Michael
Fortune, Mary

Gardner, J. H.
Gallagher, James 2
Graham, Cornelius
Greenlaw, Eben.

Hollywood, Gardner
Handy, William
Persons calling for any of the above will please
say "Advertised."

G. F. CAMPBELL, P. M.

JUST RECEIVED.

By the schooners "G. D. King" and "Tilt" from
New York:

350 B BLS. Flour, different grades;
20 boxes best black Tea;

10 boxes Tobacco;
3 tons of smoked and dried Bacon;
boxes Cigars, different qualities.

Together with a great assortment of GRO-
ceries, and the best of LIQUORS, will be sold
as low as any other establishment in this town,
for cash only. American notes taken at their
current value.

June 24th. JAMES BOYD.

Photographs.

THE Subscriber begs to inform the public that
he has fitted up the building opposite the
Union Store with a skylight and made other im-
provements for the purpose of making photographs
Ambrotypes and the celebrated Carte de Visions,
Vignettes, &c. He respectfully solicits the pa-
tronage of the ladies and gentlemen of St. An-
drews and vicinity.

June 10. M. GRANT.

DISSOLUTION OF CO-PARTNER

SHIP.
The Partnership existing between the Sub-
scribers under the style and firm of Camp-
bell & Julian has this day been dissolved by
mutual consent. The business will in future be
conducted by E. A. Julian, who alone is author-
ized to receive and settle all debts due to and by
the late firm.

JNO. CAMPBELL,
E. A. JULIAN.

St. Andrews, Jan. 9 1863.

To RICHARD MAGEE,

ADMINISTRATOR of all and singular the
Goods and Chattels, Rights and Credits, which
were of Margaret Hammond, late of the Parish of
St. George, in the County of Charlotte, Widow,
at the time of her death, who died intestate.

Take notice that all and singular the Lands
and Premises mentioned and described in a cer-
tain Indenture of Mortgage dated the Nineteenth
day of January, in the Year of our Lord One
Thousand Eight Hundred and Fifty-Nine, made
and given by William Hammond in said Inden-
ture described as of the Parish of St. George, and
County of Charlotte and Province of New Brun-
swick, Yeoman and the said Margaret Hammond,
his wife, to me; the undersigned, John Ar-
mour, in the said Indenture described as of the
City and County of St. John, in said Province,
Merchant, will on FRIDAY, the Tenth day of
July next, at the hour of Twelve o'clock, noon, be
SOLD AT PUBLIC AUCTION, on the said Pre-
mises, under and in pursuance of a POWER OF
SALE in said Indenture contained, which said
Lands and Premises are in said Indenture par-
ticularly mentioned and described as follows, that
is to say:—

"All that certain piece, parcel or lot of Land,
situated, being and being in the Town of Saint
George, in the Parish and County aforesaid, and
bounded as follows, viz:—commencing at the
West side of the Portage Road or Street at the
South-east angle made by said Portage Road or
street and Saint George's Street; thence South-
easterly along said Portage Road or Street about
(62) Sixty-two feet, to the North-east corner of
said lot now occupied by Arthur O'Neil; thence
South-easterly along the North line of said lot (62)
Sixty-two feet, to that lot occupied by John Mc-
Cull; thence Northerly along the East line of
said lot to St. George's street, before mentioned;
and thence Easterly along said street to the first
mentioned place of beginning, said lot containing
about one quarter of an acre, more or less, and
being the same lot of Land on which the said Wil-
liam Hammond and family now reside." To-
gether with all and singular the buildings, improve-
ments and appurtenances to the said premises be-
longing, or in anywise appertaining.

The said Indenture or Mortgage is duly record-
ed in the office of the Registrar of Wills and Deeds in
and for the County of Charlotte aforesaid, in
Book six of Records of the said County, pages
205, 206, 207 and 208.

Dated at the City of Saint John, this day
of May, A. D. 1863.

JOHN ARMSTRONG,
Mortgagee as aforesaid.

DR. J. E. GRANT,

Dental Surgeon,
and manufacturer of Artificial Teeth.
Rooms over J. C. Perkins Store Maine St.
Calais, Me.

St. Andrews, May 1, 1863.

Valuable Tract of Land in the

Parish of St. David, near
MOORE'S MILLS.

A Tract of Land containing 100 acres
more or less, distinguished as lot No.
2, of Wentworths Division of the Cape Ann as-
sociation Grant, adjoining Thomas McLaughlin,
granted to Francis Laughlin.

Apply to
J. W. STREET & SON

SUGAR

AND MOLASSES.

Ex "Juliet" from Halifax via
St. John.

25 H HDS prime Muscovado Molasses.
10 do bright Porto Rico Sugar.

For sale low.
April 21st 1863. J. W. STREET & SON

COGNAC BRANDY.

Ex "Tralagar" from Charente via St. John.

10 H HDS Pale & colored Best Cog-
nac Brandy, in 1850—62
32 Cases do do 1 doz. in 18.9—60.
June 9. J. W. STREET & SON.

TEA, TOBACCO, &c.

CALAIS, APRIL 29.

Just received by the Subscriber.
A choice lot of Tea, Tobacco, and Groceries.
For sale low.

H. W. BARNARD.

Valuable Farm.

FOR sale by the Subscriber his farm containing
37 acres under tillage, with a good house
and barn on the premises. The place is well
watered, with pasturage and good beach privi-
lege, and contains a suitable place for a ship yard.
The premises are situated on the Bay Shore wi-
thin a mile and a half of St. Andrews. For
terms, &c., apply to.

St. Andrews, April 14, 1863. M. HICKEY.

The British North American

Association.

R. W. CRAWFORD, Esq., M. P.
Hon. P. M. Vankoughnet, of Canada, Ex Off.
Hon. Joseph Howe, of Nova Scotia, Ex Off.
Hon. S. L. Tilley, of New Brunswick, Ex Off.
Lord Alfred Paget, M. P. Right Hon. Sir F.
Head, Bart.—Sir James Ferguson, Bart. M. P.
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G. A. Grenfell G

