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MONTREAL, 50 ST. PETER STREET.

Dissolution of Partnership.

NOTICE is hereby given, that the partnership lately subsisting between James Moran and James A. Moran, of St. George, in the County of Charlotte, under the firm of James Moran & Son, was this day dissolved by mutual consent.

All debts owing to the said partnership are to be received by the said James A. Moran, who is authorized to settle all debts due to and owing by the said firm.

JAMES MORAN, JAMES A. MORAN.

St. George, September 19, 1865.

TO BE SOLD.

A Bargain, if applied for immediately.

If not disposed of by the 15th of April, the place will be let and possession given on 1st May next.

HAT desirably situated House for business next to the Hotel de la Paix, has been newly decorated and is in good repair; contains 9 rooms and cup attached.

ALSO—3 Corner Town Lots, in good situations for building purposes. Apply to subscriber.

Terms of payment liberal.

mar23 D. GREEN.

Rub. Rubber.

Rubbers

AT THE Albion House.

JOHN S. MAGEE.

Has received an assortment of Childrens, Ladies, Misses, Gent's,

Rubber Overshoes.

Also, Ladies Rubber Balloon Shoes, a new article for the present season, which will be of Childrens and Ladies Boots, SKELETON SKIRTS, and the balance of stock of WINTER DRY GOODS.

He will sell CHEAP for Current Money American Bills taken at the usual discount.

MORE NEW GOODS.

JUST RECEIVED and now open for sale at the very LOWEST PRICES:

Hats, Bonnets, Feathers, and Ribbons.

SHAWLS, MANTILLAS, AND FANCY DRESS GOODS.

Grey and White Cottons, Shirting, Stripes, and Regattas.

Pinto, Silicas, and CORSET CLOTHS.

Crashes; Table Linens, Shirt-fronts, Collars, and Fancy Neck Ties, lars, Rubbers, Boots and Shoes.

Balance of Summer Stock daily expected per Steamer "Europa" and when received will be sold at a very small advance on it.

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FOR SALE.

Hosiery, Gloves, and Worked Col-

Over Garments for Boys & Girl

Boys Jackets, Sacks, Pants, Waists, &c. &c.

Each pattern can be used with ease.

June 23. JAS. McKINNEY.

The St. Andrews Standard.

PUBLISHED BY A. W. SMITH.]

E VARIS SEMINUM EST OPTIMUM.—Cic.

[25 50 PER ANNUM IN ADVANCE

Vol 33

SAINT ANDREWS, N. B. WEDNESDAY, JULY 25, 1866.

No 30

Poetry.

LET ME GO.

The following sweet hymn is by Mary Poyer, a blind woman in deep poverty, residing in one of the closes off the Chancery, Edinburgh.

Let me go!—The day is breaking;
Morning bursts upon mine eyes,
Death this mortal frame is shaking—
But the soul can never die!

Let me go!—The Day-Star, beaming,
Gilds the radiant realms above;
Full glory on me streaming,
Lights me to the land of love!

Let me go!—My warfare's ended;
Night's dark shades have passed away;
All in view is glory splend, Boundless and eternal day!

Let me go!—My Master's chariot
Waits in state to bear me home—
Purchase of His grace and merit—
Alhaha! Lord, I come!

Now I'm Thine, and Thine for ever,
While eternal ages roll;
Sense and sin no more shall sever
Thy bliss presence from my soul!

Now, amid the sacred splendour
Of the glorious hosts above,
Everlasting praise I'll render
To that God whose name is Love!

Miscellany.

[From the London Times.]

The Atlantic Telegraph Expedition.

If any illustration were ever needed to show the unquenchable determination of English enterprise, no more signal example could be pointed out than in the repeated costly and almost yearly efforts made to establish permanent electric communication between this country and America. Within a week from this date the fifth expedition organized for this purpose will leave England. In 1857 the first effort was made, and failed, when about 400 miles from the Irish shore. In 1858 it was again attempted. With the two halves of the cable stored in the Niagara and Agamemnon, and the terrific hurricane which both vessels met with then, no doubt, did serious injury to their early injured freight. Nevertheless, the effort was persevered with, and some 100 miles were laid and lost between the two ships. A gain the "squadron," as it was called, returned to Ireland, to start again for another attempt, and, to the astonishment of all, the damaged cable was not only by actually worked with clearness for some days, when it gradually became incoherent then rambling with occasional gleams of intelligence, till at last it became utterly unintelligible, and so died out. It is needless to say how unhelpfully the expedition of last year failed, and to this day it is not known whether the injury to the cable's insulation was caused by accident or wanton mischief. The commercial loss upon these failures has been great; but even out of the evil has come some good, for in the interim the science of making, testing, and laying cables has so much improved that an undetected fault in an insulated wire has now become a matter for signalling instead of that not only can a slight fault be disregarded if necessary, but it is even easy to work through a submarine wire with a foot of its copper conductor stripped and bare to the water. This latter result, astonishing as it may appear, has actually been achieved for some days past with the whole Atlantic cable on board the Great Eastern. Out of a length of more than 1,700 miles, a coil has been taken from its centre, the copper conductor stripped clean of its insulation for a foot in length, and in this condition lowered over the vessel's side till it rested on the ground. Yet, through this the clearest signals have been sent—so clear, indeed, as at one time to raise the question it would not be worth while to grapple for the first old Atlantic cable ever laid, and, with these new instruments working gently through it for a year or so, at least, make it pay its cost. Nothing, in fact, can give a better idea of the change which has come over the science of submarine telegraph than by the statement of the manner in which the three cables of 1858, 1865, and that of this year have been constructed. The actual constituents of each is as follows:—

"Conductor in 1858.—A copper strand, consisting of seven wires (six laid round one), and weighing 107 per nautical mile.

"Ditto, 1865.—Copper strand, consisting of seven wires (six laid round one), and weighing 300lb. per nautical mile, embedded for solidity in Chatterton's compound. Gauge of

single wire .048—ordinary 18 gauge. Gauge of strand .144—ordinary No. 10 gauge.

"Ditto in 1866.—Same.

"INSULATION.

"Insulator in 1858.—Gutta-percha laid on in three coverings, and weighing 261lb. per knot.

"Insulation in 1865.—Gutta-percha, four layers of which are laid on alternately with four thin layers of Chatterton's compound.—The weight of the entire insulation, 409lb. per nautical mile. Diameter of core, .464; circumference of core, 1.392.

"Ditto, 1866.—Same.

"EXTERNAL PROTECTION.

"External Protection in 1858.—18 strands of charcoal iron wire, each strand composed of seven wires (six laid round one), laid spirally round the core, which latter was previously padded with a serving of hemp saturated with a tar mixture. The separate wires were each 22½ gauge; the strand complete was No. 14 gauge.

"Ditto, 1865.—Ten solid wires of the gauge .605 (No. 13 gauge) drawn from Webster and Horsfall's homogeneous iron, each wire surrounded separately with five strands of Manila yarn saturated with a preservative compound, and the whole laid spirally round the core, which latter is padded with jute yarn, saturated with preservative mixture.

"Ditto, 1866.—Ten solid wires of the gauge .605 (No. 13 gauge), drawn from Webster and Horsfall's homogeneous iron, and galvanized, each wire surrounded separately with five strands of white Manila yarn, and the whole laid spirally round the core, which latter is padded with ordinary hemp saturated with preservative mixture.

"WEIGHT IN AIR.

"Weight in Air in 1858.—20cwt. per nautical mile.

"Ditto, 1865.—35cwt. 3qrs. per nautical mile.

"Ditto, 1866.—31cwt. per nautical mile.

"WEIGHT IN WATER.

"Weight in Water in 1858.—13cwt. per nautical mile.

"Ditto, 1865.—cwt. per nautical mile.

"Ditto, 1866.—14cwt. per nautical mile.

"BREAKING STRAIN.

"Breaking Strain in 1858.—3 tons 5cwt., or equal to 48½ times its weight in water per knot; that is to say, the cable would bear its own weight in a little less than five miles depth of water.

"Ditto, 1865.—7 tons 15cwt., or equal to 11 times its weight in water per knot—that is to say, the cable will bear its own weight in 11 miles' depth of water.

"Ditto, 1866.—8 tons 2cwt., or equal to 12 times its weight in water per knot—that is to say, the cable will bear its own weight in 12 miles' depth of water.

"DEEPEST WATER TO BE ENCOUNTERED.

"Deepest Water to be Encountered, 1858, 2,400 fathoms.

"Ditto, 1865.—2,400 fathoms.

"Ditto, 1866.—2,400 fathoms.

"CONTRACT STRAIN.

"Contract Strain, 1858.—Equal to 48½ times its weight per nautical mile in water.

"Ditto, 1865.—Equal to 11 times its weight per nautical mile in water.

"Ditto, 1866.—Equal to 12 times its weight per nautical mile in water.

"LENGTH OF CABLE SHIPPED.

"Length of Cable Shipped, 1858, 2,174 nautical miles.

"Ditto, shipped, 1865, 2,300 nautical miles.

"Ditto, to be shipped, to complete both lines, 1866, 2,730 miles.

From the improvement which the comparative cables show, both in the increased strength of the rope, its increased conductivity by the enlarged copper wire, and, above all, by its increased and more carefully guarded insulation, any one will be able to see at a glance what strides have been made towards ultimate perfection. But it is chiefly in what cannot be seen, nor even easily explained to the general reader in the instruments for detecting faults, and for working through them when they are detected, that the main progress has been made, and in this the expedition which will start next week is as perfect as the present high condition of electrical science can make it.

The Great Eastern will leave Sheerness early on the morning of Saturday next. During the past winter Captain Anderson and Mr. Halpin, his chief officer, have worked almost incessantly to get her into perfect seagoing trim, and she will start next week in better condition than she has ever before commenced a voyage. By a very simple apparatus, invented by Captain Anderson, every part of the bottom of the ship has been thoroughly scrubbed; and how much this was wanting may be judged from the fact that in many parts the scales were in cluster of more than two feet thick upon her. Getting rid of this rough, shagreened mass from under her keel, length will add at least a knot an hour to the vessel's speed. All the boilers have been thoroughly cleaned and repaired in every part, and the paddle engines by a very simple contrivance can be discontinued in less than four minutes, so that by going ahead with one and

astern with the other, the Great Eastern can be turned in her own length as on a pivot. In picking up or grappling for cable operations. All the cable is not yet on board the great ship. The Amethyst is now discharging into the aftermost tank, and all the cable she has will be coiled away this evening. The Iris, which left Greenock yesterday with the last instalment of electrical rope, will finish her task by Thursday, on which day there will be no less than 2,499 of cable on board the Great Eastern of which 7½ miles is part of the old cable of last year. This is stowed, as heretofore, in three immense iron tanks, built up from the main deck, one forward, one amidships, and one aft of the vessel. The weight of these tanks and the water in them is upwards of 1,000 tons, and in addition to the Great Eastern will carry 8,500 tons of coal, 500 tons of telegraph stores and machinery, and 4,000 tons of cable—a dead-weight cargo of more than 14,000 tons in all, exclusive of engines, rig, and all ships' fittings, which will amount to nearly as much more. This, however, only brings the vessel down to her fair load-line—in fact, into the perfect trim in which she left last year, when the utmost swell of an angry Atlantic sea could do little more than make her dip occasionally among its rugged furrows. It has been thought, only a while, however, considering the Great Eastern's depth in the water, and the somewhat shallow channels she will have to pass on her way to the river's mouth, not to put all the coal in her before she leaves Sheerness. At Bearhaven, therefore, 2,500 tons will be taken on board before she starts for Valentia, and after joining the shore end means away on her adventurous voyage across the Atlantic. Except, then, in this matter of coals she will leave the Thames completely equipped. Among her stores are 20 miles of grappling-rope of the most powerful kind that can be made, and equal to a strain of 30 tons. She also carries five miles of rope equal to a strain of 11 tons with quite a collection of bays, grappling irons, slip ropes, &c. But at the stem and stern are fired two powerful little engines, made by Messrs. Penn, each of which works up to 80 horse power. These are connected with the paying-out and hauling-in apparatus. Both these latter have been slightly improved since last year, and have been made as light as possible consistent with work they have to do. Certainly, the hauling-in powers of the engines are likely to be much in excess of what is required to be done. Last year their efforts fell short of what was necessary. With the Great Eastern on Sunday next will also start Her Majesty's steamship Terrible, 21, and the steamers William Cory, Albany, and Medway. Each of these vessels is of nearly 1,800 tons burden, and all, with the exception of the Terrible, will be amply supplied with buoys, buoy ropes, and grappling irons similar to those on board the Great Eastern. The Medway will take also 315 miles of last year's cable, with 91 miles of massive rope to be used in crossing from Newfoundland to the shore of the American continent. The William Cory takes the tremendous iron coil which is to form the Irish shore end, which is no less than 30 miles in length, and weighs more than 250 tons, or about eight tons to the mile.

The programme of operations now decided upon is briefly as follows:—The Great Eastern, as we have said, to proceed to Bearhaven on Saturday next. There she will take on board her final stores of coal, and while so occupied the new shore-end from Foulhampton Bay will be laid from the William Cory. When this is completed—and the operation is likely to last at least two days—the Great Eastern will come round to Valentia, and after having made the splice, will at once commence the great work of laying the main cable. Last year it is fancied that the speed of the Great Eastern was occasionally too great, for safely applying the rope. This time, therefore, her rate of going will be absolutely limited to below six knots. At this speed it will occupy 11 or 12 days to complete her labors from Valentia Bay to Heart's Content. During the whole time of the operation the new instruments will be able to send signals through to Valentia at every hour, stating the latitude and longitude of the great ship, the weather, amount of cable paid out, &c. Ordinary news and messages likely to interest those at sea and isolated from the rest of the world are also to be sent in reply from Ireland to the Great Eastern. Vessels have already been sent out to Newfoundland with 3,000 tons of coal, and, supposing the expedition to be successful, the Great Eastern will take these on board and return to the spot where the cable was so unfortunately broken last year. This is to be grappled for, and, even if six weeks or two months are consumed in the efforts, grappled for till found. If the end is got to the surface, of course the usual splice will be made with the portions which are now stowed on board the Great Eastern and the William Cory, when the big ship will return to Heart's Content Bay and lay the remainder on her passage. Thus, if all goes well, the month of September, at latest, will see two lines of telegraph to America; and both of

which when once down in deep water, are likely to remain in order for years to come. The arrangement made for raising the cable of last year are as perfect as can well be imagined. We shall describe them and other matters of much interest connected with the expedition on an early day. At present we have only given an outline of the programme of action laid down for one of the best fitted and most important telegraphic expeditions that ever quitted the English shores.

Fearful Conflagration in Charlotte-Town.

On Sunday last the Capital of Prince Edward Island was visited with the most destructive fire it has witnessed in all its existence. Over 150 buildings were consumed. The following telegrams were received here on Tuesday morning. The delay in forwarding intelligence probably arose out of the fact that the Telegraph Office was among the buildings destroyed.

CHARLOTTETOWN, July 17.

Awful fire here on Sunday. One hundred and fifty buildings destroyed. Estimated loss over \$200,000. Hundreds of persons left homeless.

Reading Room burnt.

Another dispatch puts down the loss of the Queen Company at 2,000; of the Liverpool and Lancashire at 6,000; and of the local Companies at 7,000—but whether dollars or pounds is not stated.

The following was also received through private channels:—

"A fire broke out on Sunday morning at about half-past three, in an old house, known as Bagin's Buildings, near the Head of Pownall Street Wharf, and before the ravages of the furious element were spent four blocks were laid in ashes. Our readers may form an idea of the extent of the fire, when we state that all is burned from the East side of Pownall Street, from Murry, the baker's, to Bernard's, opposite Lord's corner, up to the West side of Great George Street, the Street on which the Catholic Chapel sides, save and except the Brick Building erected on the site of the old Victoria Hotel, the Brick Bonded Warehouse, 'Osborne House,' Mr. Currie's, and a few small buildings on the corner opposite the front of the Catholic Chapel. At one time it was feared nothing could save the Catholic Chapel, but fortunately it escaped."

THE DELEGATION.—It gives us great pleasure to state that the Hon. E. B. Chandler has been included among the Delegates to London. The fact that he was not named at an earlier day was probably owing to the fear that Mr. Chandler would be unable to devote himself to the mission. Messrs. Chandler and Johnson have proceeded to Halifax by land; Messrs. Tilley, Wilnot and Fisher left by the "Empress" on Wednesday morning. Mr. Mitchell will probably proceed via New York, in case his business engagements permit him to leave.—[Telegraph.]

IMPORTANT.—A telegram from Ottawa last night states that the new Canadian Tariff passed by the Assembly on Tuesday night, with a few modifications.—[Ib.]

SEVERAL COMPANIES of the Halifax Naval Brigade, (a Provincial Force) have commenced a course of practice in gunnery. The Chronicle is "informed that one of the new turret ships, recently added to the navy, will be permanently placed in Halifax harbor, in order to assist in training the Brigade in their duties as sailors and gunners."

NOTA Scotia Notes are now only received at the City Banks at a discount of three and three fourths per cent. Yet they pass in the stores at two and a half discount. The dollar bills of the Summerside Banks are at a discount of five per cent. Something should be done by these Institutions towards the redemption of their notes abroad, if they do not desire to have them constantly returned to their vaults.—[Telegraph.]

Gen. Follies, commander of an Austrian corps, lost a leg.

HATR-WASH FOR DANDRUFF.—The Scientific American gives the following recipe:—Take one pint of alcohol and a tablespoonful of castor-oil, mix them together in a bottle by shaking them well for a few minutes, then scent it with a few drops of lavender. Alcohol dissolves castor-oil, like gum camphor, leaving the liquid or wash quite clear. It does not seem to dissolve any other unctuous oil so perfectly, hence no other is equally good for this purpose.

A SURE REMEDY FOR CURRENT JELLY.—Put the currents (without stemming) in a kettle over the fire, let them get warmed through, then squeeze the juice through a flannel bag. To every pint of juice put a pound of crushed sugar; boil one minute longer; put the sugar in the stove oven and let it get hot while the juice is boiling.

A YANKEE ANECDOTE. Andy Cummins, who used to live out near Framingham, was a "cute down easter"—a real live Yankee, hard to beat. He was once in a country bar-room "down south," where several gentlemen were assembled, when one of them said:—

"Yankee Cummins, if you'll go out and stick your penknife into anything, when you come back I'll tell what its stickin' in."

"Yer can't do no such thing," responded Cummins.

"I'll bet ten dollars of it," answered the southerner.

"Wall I rather guess I'll take that ere bet! Here, captain, (turning to the landlord) hold stakes, and I'll just make half a saw-horse in less than no time."

The parties deposited an X apiece, and C. went on his mission, but in a short time he returned, saying:—

"Wal, neighbor what is it stickin' in?"

"In the handle," replied the southerner holding out his hand for the stakes.

"Guess not; jist wait a minute," said the Yankee, as he held up the handle of the knife, minus the blade. "I kalkilate the blade can't be in the handle, when its driv clean up in an old stump aside of yer road-out thar."

Cummins, of course, won the wager and the southerner sloped for parts unknown, amid the roars of laughter.

ONE WAY TO TELL. A traveler called at night fall at a farmer's house at Albany; the owner being from home and the mother and daughter being alone, they refused to lodge the wayfarer.

"How far then, said he, "is it to a house a preacher can get lodgin'?"

"Oh! if you are a preacher," said the lady "you can stop here."

Accordingly he dismounted, deposited his saddle bags in the house and led his horse to the stable. Meantime the mother and daughter were debating the point as to what kind of a preacher he was.

"He cannot be a Presbyterian," said one, "for he is not dressed well enough."

"He is not a Methodist," said the other, "for his coat is not the right cut for a Methodist."

"If I could find his hymn book," said the daughter, I could soon tell what sort of a preacher he is." And with that she thrust her hand into the saddle-bags, and pulling out a flask of liquor, she exclaimed, "La mother, he's a hard shill Baptist."

POISON FROM IVY.—Preventive. If you have been in contact with it, as soon as possible thereafter, sponge yourself all over with strong vinegar, or alcohol, with salt sufficient to make it briny. Then wash with soap suds.

Cure for the affection.—When it breaks out, scratch it till the surface is highly irritated, then apply a strong solution of oxalic acid. This is very severe, but a single application will be sufficient.

BY A TELEGRAM from Bangor we learn that the stock holders in the E. & N. A. Railroad, have elected Messrs. G. K. Jewett, Dale Rowe and Thomson, of Bangor, John A. Poor of Portland, C. J. Gilman of Brunswick, Gideon Mayo of Orono, James Emory of Boston and P. C. Beink of Camlen, N. J. Directors. Mr. Jewett is President, and Noah Woods Treasurer. This Constitution of the road is to be prosecuted with vigour.—[Journal.]

There is a boy down east who is accustomed to go out on a Railroad track and imitate the steam whistle so perfectly as to deceive the officer at the station. He has attempted to prove eminently successful; the depot master came out and "switched him off."

An exchange says the place where the Potomac went down on Lake Huron was buoyed with a beer barrel. The same buoy marks the place where a good many have gone down.

Water in which indigo has been dissolved, is recommended to remove smoke stains from walls before whitewashing, but common lye made from wood-ashes is believed to be equally as efficacious.

A young lady objected to a negro's carrying her across a mud hole, because she thought herself too heavy. "Lor's misses," said Sambo, imploringly, "I've carried whole barrels of sugar."

A wag, attempting to quiz the Irish depot tender, inquired, "Has the railroad got in?" "One ind has," was the prompt reply.

An old bachelor proposed the following "sentiment" for the 13th regular toast, at a 4th of July celebration: "The Pair—May their virtues exceed the magnitude of their skirts, while their faults are still smaller than their bonnets."

The largest room in the world—the room for improvement.

Why is a pigs tail like a carving-knife?—Because it flourishes over a ham.

EUROPEAN INTELLIGENCE.

[From the London Times.]

It is a matter of interesting and not less anxious inquiry how it is that this country, which still claims a high place among military Powers, and an undisputed pre-eminence in wealth and mechanical skill, is content to arm and train its soldiers with an obsolete and comparatively ineffective weapon. That such is the fact has long been maintained by the best authorities, and has even been ascertained by official inquiry; and we see now on the actual field of war the overwhelming proofs that the muzzle loader is no match for even a very ordinary quality of breech-loader. In effect the latter doubles or triples the numerical strength of the force that is armed with it, and enable infantry to cope with cavalry and artillery as infantry never could before. Here is the very weapon for a power that has good men, but few; not conscripts, but volunteers; not drawn from semi-barbarous races, or from subject poverty, but from the ranks of well-paid industry; that has to pay its men well, and that must economize them. "The great object of our military system is to make one man do the work of two, or half-a-dozen, if necessary. Then, why not supply him with the very best possible weapon, when its cost is but a small part of his expenditure? We grudge no expense on our ironclads; indeed, the cost of one would arm every soldier in these isles with a breech-loader better than any in the Prussian army. In this line alone, which now appears to be the one critical difference between Prussia and Austria, the secret of success, and the secret of ruin, we have consulted a miserable penny-wise, pound-foolish economy. We have done as the Austrians have done, not as the Prussians—confidently the example more entitled to our consideration. Nay, we have done worse than the Austrians. They are poor, and cannot afford a high price for a gun. They have a larger and poorer population, which they can better afford to draw on than our exchequer. Perhaps, too, they cannot trust a good weapon to the whole of their heterogeneous army. What may be excusable or inevitable in their case becomes the extreme of folly in ours.

But, after all, we are Austrian and not Prussian in our ways, and for reasons not identical, but corresponding. Our insularity, our wealth, and the possession of an empire which Europe cannot touch prevent us from realizing the thought that the twenty thousand men we occasionally muster, with a great effort, at Aldershot, or in Hyde Park, will be ever fighting for dear life with an equal number of good soldiers, or possibly many more, well armed and ably commanded. We cannot here figure in a review one week, cross a frontier the next, or have our frontiers crossed, and be drawn up in battle array day after. The sea, and many things besides the sea, are expected to intervene before such an emergency. Then, for a long time we have been fighting with Oriental and savages, and in only one instance with Europeans. We are not daily at close quarters with men as good as ourselves. We have an indefinite feeling of security akin to that which Austria felt in her armed myriads, her mutually jealous races, and her strangely ignorant army.

Well, we have a right to this security. But, then, it supposes that, whatever happens, we are never to land a regiment on Continental soil. It supposes that we are to have no more to do with the affairs of Europe than if we lay off the mouth of the St. Lawrence or in the midst of our Australian colonies. It supposes, moreover, that our soil will never be violated again by the foot of an invader. In fact, the security which leads us to neglect arming our men as well as our most advanced neighbour supposes that we need not arm them at all, or least only arm them as men who will fight with every advantage in their favour. The Chinese armed and trained their soldiers quite sufficiently so long as they could shut out all the world. Bows and arrows were sufficient when there were no guns. "Brown Bess" did admirably in its day. That day is gone by. The Russians found it, to their cost, ten years ago. With the terrible accounts from Bohemia before us we cannot doubt that the day of the muzzle loader is gone by too. A weapon has proved itself invincible. By its aid, too, armies have found their way, at a steady and uniform pace, over mountainous frontiers into the heart of an enemy's country, effected a junction, and overthrown at least an equal force of brave and good soldiers. Foot and horse have melted away before they could close with this weapon; and the gunners have been picked off as they moved, and the sense of power which it affords appears to give the soldier fresh nerve and steadiness, and he deals his rapid fire with more deliberation and a truer aim than is found with the slower operations of the old weapon. This is a revolution in the art of war. They who neglect to recognize it will have to pay for their blindness or their stupidity.

A few regiments could be armed very soon with a breech-loader of a pattern which, whether the best or not, would afford the means of a good trial. Some of our Volunteers Corps, too, could earn a little distinction by varying the experiment if it be necessary. Objections will be made. They always have been made, and always will be made, to every innovation. The needle gun, it appears, was tried repeatedly last year at the request of the Emperor of the French by scientific officers. They admitted its good qualities, but raised two objections, which were considered fatal. The gun can be fired six times in a minute, but the seventh or eighth time the barrel becomes so hot that it cannot be touched. This is the first objection. The second is that the gun requires to be repeatedly cleaned, and that with a care which the soldier is not able to bestow while in action. These look serious difficulties, but even if they are real, they have not prevented the gun from destroying several Austrian armies in ten days. The objections have to account for the fact of the gun doing

all that was expected of it, and making one Prussian as good as three Austrians—nay, as good as five Austrians, if one is to judge by the proportion of casualties. Till the experiment is made on a large scale it will be impossible to say whether an objection be practical or not. The objection that has most weight in this country is that which is equally valid against all armaments whatever. It is the improbability of the present regulation rifle being ever tried against a superior weapon.

Disunion Misrepresentation.

The Disunion, pro Fenian and would-be Annexation Press of St. John and Fredericton pretends that the selection of Delegates for the Union Mission to London has caused dissatisfaction in the Union ranks.

It is to be regretted that the Opposition scribbles persist in applying to Confederate politicians the peculiar tests with which they were wont to gauge the shallow patriotism of Disunion demagogues and tricksters. They will be in error just as long as they continue the practice.

This is the grand mistake of the Disunion. They assume that the ferocity which they find among the little knots of political spoliators with whom they associate, is a characteristic of the people generally. If they would only remember the personal sacrifices made by Unionists during the recent campaign—if they have witnessed the personal and political animosities of a life time buried forever, while ancient enemies joined in supporting the good cause of Union, they will, for very shame's sake, abandon their misrepresentation of leading Unionists.

The men who compose the Union Party have not only sacrificed personal and political friendships, entered on alliances of which at one time they did not even dream, and fought a good fight in sincerity and for patriotic reasons, but they intend to hold by their faith until the Union is firmly established, and the Union's enemies are left prostrate and powerless everywhere.—[Telegraph.]

FROM THE STATES.

New York, July 20. The Commercial advertiser says that, facing show conclusively that cholera is now raging in certain portions of the city.

It is beyond the doubt that the epidemic is pursuing its insidious steps, beginning in regions most favorably disposed for its development.

The facts relative to the number of cases on Hart's Island are deemed so appalling that publicity is denied.

Surgeon Calloun of the post has died of cholera, and an able corps of physicians have been sent there and also to Governor's Island.

One hundred and thirty-one burial permits were granted in this morning making an aggregate since Sunday morning last of 1082 interments.

The demand for hearses is so great that it cannot be supplied.

Gold 143.

July 23. The following is additional per steamship City of Paris.

The Paris Press says that the following are the basis of negotiations suggested by France and communicated to the representatives of the belligerents.

The German Confederation to be established of which neither Prussia or Austria should form a part.

No territorial cession to be demanded of Austria.

Abandonment by the latter of her rights in the Duchies and to replace war indemnity at first demanded by Prussia.

Prussia to incorporate Schleswig-Holstein, Hesse Cassel, Hesse Darmstadt and Brunswick.

Population of the Prussian Kingdom would thereby be raised to 25,000,000.

Rhine to constitute Western frontier of Prussia, and the Province between Rhine and Meuse to serve as indemnity to sovereigns dispossessed by war.

An exchange of territory to take place between Baden and Bavaria, which would give the former nearly the whole of Rhenish Bismarck.

Saxony, Hanover and the Duchies of Saxony to conclude a military convention with Prussia.

The inhabitants of London to choose whether they shall belong to France or Baden, and the population of Valley of Saue to choose between France and Rhenish Sovereigns.

La France says, the Prussian conditions are the exclusive command of military and naval forces of Confederation by Prussia; diplomatic representation of Germany abroad and annexation to Prussia of the Duchies and part of the Territory occupied.

La France also says Emperor Napoleon immediately sent those conditions to St. Petersburg and London as raising questions of European interests, which can only be settled by concert of great powers.

Gold 151.

Terrible Tragedy in Indiana.—We have been informed of some of the particulars of a most horrible and cold-blooded murder suicide which occurred on Sunday a short distance from Reynolds, in White county in this city on the Louisville, New Albany and Chicago Railroad. It appears that a man named Brummer and his wife from some domestic trouble had separated—both, however, remaining in the neighborhood. On Sunday, about eleven o'clock, Brummer met his wife about half a mile from the town, accompanied by her little boy, when he drew his revolver and shot her, two balls taking effect in her body. The fiend then threatened to shoot the boy if he did not clear out, and the little fellow started for town. Brummer thinking he had killed

his wife, shot himself, and died, it is supposed instantly, falling across the body of the woman. The woman's clothes caught fire, and were burned completely off, so that when assistance reached them, half an hour afterwards she was perfectly naked and the flesh in many places burned to the bone. The poor woman lived until about four o'clock in the afternoon suffering intense agony. This horrible tragedy has thrown a feeling of sadness over the entire community in which it occurred, seldom equaled.—[Lafayette Journal, July 3.]

PROVINCIAL APPOINTMENTS.

The Honorable PETER MITCHELL, Honorable S. L. TILLEY, Honorable ROBERT D. WILMOT, Honorable E. B. CHANDLER, and JOHN M. JOHNSON, Esquire, to be Delegates to proceed to London, to act in conjunction with Delegates to be appointed by the British North American Provinces, to confer with Her Majesty's Government on the subject of Union of British North America.

By His Excellency's Command. S. L. TILLEY, Secretary's Office, 18th July, 1866.

JEREMIAH. In appointment of Charlotte Justices in late Gazette, for Henry Whitlock read Samuel Hallett Whitlock.

The Standard.

ST. ANDREWS, JULY 25, 1866.

The steamship "Scotia" arrived at New York, on the 24th, with dates to the 15th.

The Atlantic Telegraph fleet arrived off Valentia on 13th. The Cable was successfully spread to the shore and the Great Eastern commenced paying out.

The Signals through the whole Cable were perfect.

Religious Services were held in Valentia previous to the commencement of operations. English political news unimportant.

The Government stated that in the House of Lords that preparations were making to arm the British troops with breech-loaders.

The London Globe regards the Prussians as within a week or ten days of Vienna.

The Bavarians assert that the battle near Kissingen had no result.

QUEENSTOWN, July 15th.—The "Great Eastern" is paying out the Cable. The reports on Saturday afternoon from her are that 150 miles have been laid, and that the signals are perfect.

Gold 150.

The Utilization of the Public Works.

The anomalous condition of the Railways of the Province, and of our own in particular, deserves the earliest attention of those whose councils are enlisted, the future of this Province. They cannot be properly considered in branches, for there is no main trunk line, with which they connect. Neither can they be considered as main lines, for as they do but isolated links, of what was intended to be a continuous chain of Railway. We are at present taxed three per cent. on articles of importation to pay the interest on the cost of the European and North American railway, when it has been clearly shown that if the original design of our railway system were only carried out, it would more than pay the interest upon the cost of construction.

We are happy to see that this subject is receiving the attention of our contemporary of the "Northern Post." The sending of delegation after delegation to England during the last thirty years, might be looked upon as a farce, were it not that the money so expended would form no small sum towards completing our own line through to Quebec. In what manner a line via the North Shore will utilize nearly 200 miles now built in this Province, requires, we confess, keener perceptions than our own to understand. Our contemporary has truly said, that the means for such a line would have to be raised in England, or perhaps built by the Imperial Government.

In our last issue, we adverted to the interest taken by the Canadians in the improvement of their Canals, so as to enable vessels to pass direct from Chicago to European ports. The sum already expended upon these canals is "fourteen millions," and yet their expectations have not been realized. We do not object to a still further expenditure for such an object, regarding the material advancement of Canada now, as our own. But let us bear in mind that the St. Lawrence and its canals are sealed against commerce at least half the year.

A commission of U. S. naval officers lately decided against the practicability of a fresh water basin for iron clads in Portland harbor, chiefly on account of the thickness of the ice during five months of the year. How uncertain then must be the navigation of the St. Lawrence at least half the year.

It would effect no small diminution in the rates of insurance, besides the relief from risk and anxiety to shippers of Western merchandise, to know, that in the event of being frozen up, a means of escape from a six months blockade, were provided from Riviere du Loup to the nearest Atlantic port, at St. Andrews or to St. John should Western extension be carried forward to completion. The same principle will apply with equal force to Canadian importations.

With the completion of our Railway, and its extension by a Wharf to a deep water terminus at Joe's Point, and a Bould Warehouse built thereon, why should not this be a port of entry for Canadian trade during the winter months? Connected by rail directly with Canada, why should not either St. Andrews or St. John become a port for the arrival and departure of the Montreal Ocean Steamers? Indeed we believe no provision for the efficiency of the Canadian canals can be complete, unless it takes into account the contingency of being closed a large portion of the year by ice. This it is believed can be disposed of immediately, by the construction of about 160 miles of railway, involving an expenditure of about five million dollars or one million sterling. Can our Canadian friends reasonably object to this?

The Strawberry Festival and Fair, held by our Baptist friends, on Friday last, was a pleasant affair. The Steam Mill was festooned with evergreens, and the tables loaded with an abundance of good things, which the fair attendants appeared to take pleasure in disposing of. We understand the amount realized will aid in paying off the debt due on their Parsonage.

We are indebted to friend for copy of the "Hong Kong Daily Press" of the 12th May. From which we notice the price of teas, coffee and other importations rule high, but then it should be remembered these articles are genuine, and have not been re-packed.

The Rev. F. HOME, was ordained by the Presbytery of Montreal, at Newcastle, last month, and is engaged as Missionary in that section. Mr. HOME's labors have been very acceptable to the people, as stated by the "Gleaner" from which paper we glean the intelligence. The Rev. gentleman is a brother of the Rev. John HOME of this Town.

The following appears in the Montreal Gazette:—

"A private letter from New Brunswick states that Mr. Tilley has withdrawn his proposition to impose a duty of 25c. a barrel on American flour, in consequence of the pressure brought to bear upon him by the St. John merchants, who trade with and draw the bulk of their supplies from New York."

The recipient of that letter who was evidently not the editor, has been imposed on by some St. John Anti-—probably the party who wrote to the Montreal Trade Review that Mr. A. J. Smith was to be one of the New Brunswick Delegates to London. Nobody here ever heard of Mr. Tilley proposing a duty on flour.—[Telegraph.]

GENERAL EARLY, one of the heroes of the South—whose name during the war was as familiar as that of George Washington—arrived from St. John on Monday evening and spent yesterday in Fredericton. He left this morning, via Woodstock, for Canada.—[Fredericton Head Quarters of Wednesday.]

THE CANADIAN NAVY.—We understand that the Hon. the Provincial Secretary, Mr. Macdougall, has had transferred to his department, by order in council, the management of naval affairs for the Province, so that he now occupies the same relative position with regard to the Canadian navy as the Hon. the Attorney General West holds to the army; the latter is minister of militia; the former may be regarded, therefore, as minister of the navy.—[Ottawa Post.]

THE NEW MINISTRY.—Lord Derby had an interview with Her Majesty yesterday, and submitted a list of names which the Queen was pleased to approve. The Secretaryship of the Colonies is to be taken by Lord Carnarvon. This post has often carelessly bestowed, as if the direction of fifty dependencies in different parts of the globe were natural gift of any one who possesses Parliamentary talents or political interest. Of late years the Colonial Office has demanded the keenest judgement and foresight, and we trust that Lord Carnarvon's undoubted ability and industry will enable him to fulfil the functions of his office not less capably than his immediate predecessor.

A great thunder storm occurred in Great Britain on the 30th ult. It proved most destructive. In London several persons were killed at different points at the same moment and much damage was done to houses which were struck by the electric flash, and in Yorkshire, human beings, horses, and cattle were killed almost at the same hour. Indeed, the disastrous effects, of the storm felt at every point of the compass in England; and the weather, which had been very sultry before, has become wet and cold—the thermometer having, in the shade, from 84 to 60.

Married.

On the 12th inst., at Trinity Church in this city, by the Rev. Canon Bancroft, D. D., Incumbent Walter Frederick Bartlett, Esq., Surgeon R. N., H. M. S. Rosario to Ellen Meredith Wyndol, second daughter of Charles Wyndol, Esq., R. E., Civil Staff, and grand niece William Wyndol, Esq., of Ellbridge Manor, Cornwall.—[Quebec paper.]

On the 7th inst., at the Church of St. James the Less, Victoria Park, London, England, by the Rev. John Manners, George John Louis

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On the 7th inst., at the Church of St. James the Less, Victoria Park, London, England, by the Rev. John Manners, George John Louis

Wilton, Esq., to Mirianne, eldest daughter, of Edm'd. Hillier Duval, of St. John N. B.

On the 19th inst., Mr. John Mulvaney, pensioner, formerly of the 98th Regt. of foot aged 72.

Ship News.

PORT OF ST. ANDREWS.

ARRIVED.

July 19, Sch. Bob. Sweeney, Calais, ballast Harriett, Britt, Rockland, do.

20, Perseverance, Glass, St. John, gen. cargo.

Matilda, Sinson, St. Stephen, Meal & J. R. Bradford and others.

Grace, Stevenson, Calais, ballast.

Dialden, Morrison, St. Stephen, Salt, & Co.

21, Emma, Lord, Eastport, meal &c.

23, Charlie, Hannah, Portland, ballast, E. Lorimer.

24, Matilda, Sinson, St. Stephen, tea & C. R. Glenn and others.

Flying Cloud, Carson, Portland, ballast master.

CLEARED.

July 19, Sch. Grace Stevenson, Calais, duals Kelly & Co.

Pilot, Hill, Calais, deals, &c. Kelly & Co.

20, Harriet, Hunt, Portland, 2250 Sleepers R. Ross.

Perseverance, Glass, Eastport, Haematac, Maria Jane, Maloney, Portland, 125000 ft. boards, C. F. Clinch.

Bob. Sweeney, St. Stephen, deals, Kelly & Co.

21, Emma, Lord, Calais, shingles, Goodwin, Emma Pemberton, Britt, 2200 sleepers, R. Ross.

Harriett, P. Britt, Providence, lumber E. K. Richards.

NOTICE.

The Subscriber will attend at his Office, to all Magisterial business that may come before him 10 Hours from 10 A. M. to 5 P. M.

THOS. B. WILSON, J. P.

St. Andrews, July 25.

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 7th 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 18th of September next.

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

A. T. PAUL, Sheriff of Charlotte.

St. Andrews, July 18, 1866.

Great Reduction in Price of Cotton Goods and Straw Hats at JOHN S. HAGEE'S, ALBION HOUSE.

From this date, I will sell for Cash Unbleached sheetings at reduced prices; White shirtings at reduced prices; Printed Cottons at reduced prices; Cotton Hosiery at reduced prices; Men's Straw Hats at half price; Summer Dress Goods at great reduction; I am determined to make a clearance in order to give room for Fall Stock.

SELLING OFF—SELLING OFF and have been daily, for the last four years, and will continue to do so till no largely patronized Butter taken in exchange for goods, at market rates.

Have a few of those warranted sound prepared Wares on hand (made this season) price 2 1/2 each. Come early and secure cheap goods; all of which are new, this seasons importation. There will be a great rush for them—so come before all are gone.

Remember the ALBION HOUSE, Corner Water and King Sts. JOHN S. HAGEE, N. B.—Under no circumstances will a second price be made.

BRANDIES.

Ex "Star in the East" from Cherante via Saint John.

23 Hds. } Best Cognac Brandy } "Hennessey" & "Vino 480 Cases Pale & dark } Grocers' brand. J. W. STREET.

July 11, 1866.

Sugar & Molasses.

Ex "Loyalist" from Barbados via St. John.

17 Hds. } Choice } Barbadoes Sugar. 8 do } do do Molasses. 18 Hds. } do do do. J. W. STREET.

Goods in Store.

10 Hds. } GENEVA.

12 Qr. Casks, } Scotch Whiskey, 16 Qr. Casks Irish and Scotch Whiskey, 6 Puncheons Alcohol 95 O. P.

2 Hds. old Demerara Rum. 1 Puncheon St. Jago do.

10 Hds. } Best Pale and Dark Cognac 12 Qr. Casks } Brandy. 2 Puncheons Bourghon Whiskey 90 O. P.

12 Cases Irish & Scotch Whiskey. 28 Bbls Brigs' London Porter qts & pints. 2 Cases Guinness's Porter. 6 Boxes best fig Tobacco.

3 Cases Navy do J. W. STREET.

Grass for

THE Grass growing on JAMES and C. H. H. sold at Public Auction, on instant, on the premises at 1 lots to suit purchasers.

For particulars apply to JENY. 1 St. Andrews, July 11, 1866.

PIANO for

A Handsome Rosewood C ply to

Finnin H.

THE Subscriber offers for a Finnin Haddie, just put Also superior fresh Lemon Cordial; Ice Creams daily. June 27.

Wines, Crushed

Nutmegs, &c.

Ex "Hleanor" from Wines—6 Hds., 8 Qr. Golden Sherry, 2 Hb. GENEVA—2 Pipes, 20 Hb. Pale Geneva, 30 Cases OLD TOM GIN—20 do. PORTER & ALE—110 do. Carbonate of Soda—5 Cases. COFFEE—7 Bags Rio, 5 THAS—25 chest, 60 half of chests Colombo, &c. &c. May 30, 1866.

SUGAR and

Ex "B. Young" and "

to Miriam, eldest daughter of
J. J. Duval, of St. John N. B.

Ship News

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Grass for Sale.

THE Grass growing on the Farms of Major
JAMES and C. H. RICE, Esq., will be
sold at Public Auction, on Thursday, the 19th
instant, on the premises at 10 o'clock, A. M., in
lots to suit purchasers.
For particulars apply to
BENJ. R. STEVENSON.
St. Andrews, July 11, 1866.

PIANO for SALE.

A Handsome Rosewood Cottage Piano. Ap
ply to
J. W. STREET.

Finnin Haddies.

THE Subscriber offers for sale a splendid lot of
Finnin Haddies, just put up by him.
Also superior fresh Lemon Syrup and Ginger
Cordial; Ice Creams daily.
W. O. McMICHAEL.
June 27.

Wines, Crushed Sugar, Teas,

Nutmegs, Rice, &c.

Ex "Eleanor" from London.
WINE—10 Hds., 8 Qr. casks Dry Pale and
Golden Cherry, 2 Hds., 10 do Old Port.
GENEVA—2 Pipes, 20 Hds., 10 Qr. casks best
Pale Geneva, 30 Cases do
OLD TOM GIN—20 do Old Tom.
PORTER & ALE—10 Cases best Bottled Lon-
don Porter & Pale Ale.
NUTMEGS—5 Cases.
RICE—10 Hds.
CARBONATE OF SODA—10 Kegs best each.
NAILMA LARD—1 Case.
COFFEES—7 Hds. Hls. 5 do Ceylon.
TEAS—25 chests, 50 half chests Congou, 12 half
chests Oolong, &c. &c.
May 30, 1866. J. W. STREET.

SUGAR and MOLASSES.

Ex "B. Young" and "Emma" from Remedios.
86 H Hds. choice Centrifugal Sugar,
50 " Bright Muscovado do
80 " Bright Muscovado Molasses.
55 Hds. do
For sale in bond or duty paid at lowest mar-
ket rates.
TODD, CLEWLEY & CO.
St. Stephen, N. B.
June 1866.

Havana Cigars.

17 M Havana Cigars.
Imported and for sale by
TODD, CLEWLEY & CO.
St. Stephen, N. B.
June 1866.

SEWING MACHINES.

WHY EVERY FAMILY SHOULD HAVE
ONE OF THE ORIGINAL WHEEL SEWING MACHINES.
These celebrated Machines are now on sale at the Sewing Ma-
chine Store, where the public are invited to examine and test for themselves.
JAMES STROOP,
Agent.
Market Square, June 1866.

Ex "Corra Linn" from Glasgow.

25 Cases 1 doz. each genuine Scotch Malt Whisky
6 do 4 doz do patent stopper flasks, (key
to Cases Old Tom
3 Hds. Best Malt Whisky.
3 do Ginger Wine, &c.
June 10th, 1866. J. W. STREET.

Public Sale.

THE lands and premises following, in the plain
tiff bill, described as all that certain piece
parcel or tract of land, situate and being on the
eastern side of the river Magaguadavic, in the
parish of Saint George, in the County of Charlotte,
and bounded as follows, that is to say, on the west-
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For terms of Sale and further particulars ap-
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Dated 21st April, 1866. W. JACK,
Barriester.

Public Sale.

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SHERIFF'S SALES

Sheriff's Sales to take place at the
Court House, St. Andrews.
N. B. & C. Railway do April 20

To be sold at Public Auction at the Court
House, in St. Andrews, in the County of
Charlotte, at 12 o'clock, noon, on Wednes-
day, the eighth day of June, 1866:—
ALL the right, title, interest, claim and
demand, whatsoever, of the NEW BRUN-
SWICK AND CANADA RAILWAY AND
LAND COMPANY, LIMITED, of, in and to all the
following lands, described as follows:—
First, all that certain tract of land, (excepting
so much of the same, as lies and is situated in the
County of York.)
Beginning at a birch tree standing on the west-
erly side of the railway and in the northwesterly
angle of block number six, granted to the Saint
Andrews and Quebec Railroad Company, in the
parish of Saint James, thence running by the
magnet of the year 1858 south seventy-three de-
grees west, three hundred and fifty-six chains
along the northerly line of said grant, (crossing
the road from Oak Point Bay to Woodstock, and
the south branch of Canoe River) or to the nor-
therly line of lot number four, surveyed for Hugh
Pinkerton, thence along the same, north eighty
degrees west, seven chains, or to the southeasterly
line of a lot of land surveyed for John Reid, thence
along the easterly line thereof, north two de-
grees east, fifty chains to the northeasterly an-
gle of the same, thence along the northern line
thereof, north eighty degrees west, three hundred
and fifty chains, to a spruce tree standing in the
middle of the northerly line of the same, north
eighty degrees west, thirty-one chains, or to a
cedar tree, thence north seventeen degrees
west, forty-two chains, or to a hemlock tree stand-
ing on the easterly line of a grant to the Trustees
of Greenwood Church, in the parish of Saint An-
drews, in connection with the Established Church
of Scotland; thence along the same, north seven-
teen degrees and thirty minutes east, eleven chains
and fifty links (crossing Canoe River) to a stake
standing in the northeasterly angle thereof, thence
along the northern line of the same, north eighty
six degrees and thirty minutes west, three hun-
dred and thirty-seven chains, or to a hemlock tree
standing on the southerly bank or shore of the Chipmunk-
cook Outlet, thence north seventy-three degrees
east, one hundred and ninety-four chains, (cross-
ing a brook running into said outlet, and the
road from Oak Point Bay to Woodstock) or to a
post standing on the southerly line of lot
number two, granted to John McAlister, thence
along the same, south 88 degrees east, twenty-
eight chains and fifty links, or to a hemlock tree
standing in the southeasterly angle thereof, thence
along the easterly line of the same, north two
degrees east, twenty-five chains and twenty-five
links to a birch tree; thence north seventy-three
degrees east, one hundred and ninety-four chains,
(crossing a brook and the second Digdegush
Lake) or to a maple tree standing on the westerly
line of lot A, granted to John Porter, thence
along the same, south two degrees west, six
chains and seventy-four links to an ash tree stand-
ing on the northeasterly bank or shore of the second
Digdegush Lake above mentioned; thence fol-
lowing the various courses of the same in a south-
easterly direction (crossing a brook at its mouth)
to a cedar tree standing at a point where the
southerly line of said land named grant strikes
the eastern bank or shore of said Lake; thence along
said line, south eighty-eight degrees east, eleven
chains to a spruce tree standing in the southeasterly
angle of said last mentioned grant; thence along
the easterly line thereof, north two degrees
east, twenty-eight chains, crossing the last men-
tioned brook to a hemlock tree; thence north two
degrees east, thirty chains, or to a post stand-
ing in the northeasterly angle of block number
eight, granted to the New Brunswick and Cana-
dian Railway and Land Company; thence along the
northerly line thereof and its prolongation, south
seventy-three degrees west, four hundred
and two chains, (crossing White Beaver Brook,
crossing another brook passing an ash tree and
crossing the railway above mentioned) or to the
westerly side of said railway; thence along the
same in a southerly direction, thirty-seven chains,
or to a birch tree standing on the northerly line
of a grant to Thomas W. Newcomen, thence
along the same, north eighty degrees west, fifty
one chains, or to the northeasterly angle thereof;
thence along the westerly line of the same
south two degrees west, sixty-seven chains and
fifty links, or to a stake standing in the south-
westerly angle thereof; thence along the southern
line thereof, south eighty-eight degrees east,
fifty-one chains, or to the westerly side of the railway
above mentioned; thence following the various
courses of the same in a southerly direction three
hundred and thirty-eight chains, crossing a branch
of Digdegush river and a brook running into
said lake, or to a spruce tree standing on the nor-
therly line of lot number one granted to Joseph
Walter, thence along the same and its prolonga-
tion, south forty-eight degrees west, twenty-two
chains, crossing Digdegush river, or to westerly
bank or shore of the same; thence following the
various courses thereof down stream in a south-
easterly direction to the westerly side of the Railway
above mentioned, and thence along the same
south seventeen degrees one hundred and twelve
chains, recrossing the County line above men-
tioned to the place of beginning. Containing twenty
nine thousand nine hundred and eighty-two acres
more or less, distinguished as Block number
nine.

SHERIFF'S SALES

The second Tract being situated in said Parish
of St. James, in the County of Charlotte, and
beginning at the northwesterly angle of Lo-
number three west of the south branch of Canoe
river, surveyed for Robert Pinkerton; thence
running by the magnet south two degrees west
ten chains to a northerly line of block number six,
granted to the Saint Andrews and Quebec Rail-
road Company; thence along the same south se-
venty-three degrees west, thirteen chains to a ce-
dar tree; thence north seventeen degrees west
fifty chains and twenty-nine links to a post
and thence south eighty-eight degrees east, eight-
een chains to the place of beginning. Containing
eighteen acres more or less.

The said two tracts containing together Thirty
Thousand Acres more or less, subject nevertheless
to the following lots of land situated on the east-
erly and westerly sides of the above mentioned
road from Oak Point Bay to Woodstock, viz. Lot
number fourteen surveyed for Joseph Dixon, lot
number seven granted to George Mings, lot
number eight granted to Peter J. Cooke, lot num-
ber nine granted to Jonathan Godfrey, lot num-
ber ten granted to George Boyd, lot number eleven
granted to David Manser, lot number twelve
granted to Robert Shaw, lot number thirteen
granted to David Lyon, lot number seventeen
surveyed for Robert Mulken, lot number eighteen
surveyed for James Coulter, lot number nineteen
surveyed for Sidney Mitchell, lot number twenty
surveyed for Alexander Grant, lot number twenty-
one surveyed for Solomon Simpson, lot number
twenty-two granted to John McCoubrey, lot num-
ber twenty-three granted to William Magford, lot
number twenty-four granted to George J. Thomson,
lot number twenty-five granted to Hugh Boyd, lot num-
ber twenty-six granted to Samuel Elliott, lot num-
ber twenty-seven granted to William Magford, lot
number twenty-eight granted to John McCoubrey,
lot number twenty-nine granted to John McCoubrey,
lot number thirty granted to John McCoubrey, lot
number thirty-one granted to John McCoubrey, lot
number thirty-two granted to John McCoubrey, lot
number thirty-three granted to John McCoubrey,
lot number thirty-four granted to John McCoubrey,
lot number thirty-five granted to John McCoubrey,
lot number thirty-six granted to John McCoubrey,
lot number thirty-seven granted to John McCoubrey,
lot number thirty-eight granted to John McCoubrey,
lot number thirty-nine granted to John McCoubrey,
lot number forty granted to John McCoubrey, lot
number forty-one granted to John McCoubrey, lot
number forty-two granted to John McCoubrey, lot
number forty-three granted to John McCoubrey,
lot number forty-four granted to John McCoubrey,
lot number forty-five granted to John McCoubrey,
lot number forty-six granted to John McCoubrey,
lot number forty-seven granted to John McCoubrey,
lot number forty-eight granted to John McCoubrey,
lot number forty-nine granted to John McCoubrey,
lot number fifty granted to John McCoubrey, lot
number fifty-one granted to John McCoubrey, lot
number fifty-two granted to John McCoubrey, lot
number fifty-three granted to John McCoubrey,
lot number fifty-four granted to John McCoubrey,
lot number fifty-five granted to John McCoubrey,
lot number fifty-six granted to John McCoubrey,
lot number fifty-seven granted to John McCoubrey,
lot number fifty-eight granted to John McCoubrey,
lot number fifty-nine granted to John McCoubrey,
lot number sixty granted to John McCoubrey, lot
number sixty-one granted to John McCoubrey, lot
number sixty-two granted to John McCoubrey, lot
number sixty-three granted to John McCoubrey,
lot number sixty-four granted to John McCoubrey,
lot number sixty-five granted to John McCoubrey,
lot number sixty-six granted to John McCoubrey,
lot number sixty-seven granted to John McCoubrey,
lot number sixty-eight granted to John McCoubrey,
lot number sixty-nine granted to John McCoubrey,
lot number seventy granted to John McCoubrey, lot
number seventy-one granted to John McCoubrey, lot
number seventy-two granted to John McCoubrey, lot
number seventy-three granted to John McCoubrey,
lot number seventy-four granted to John McCoubrey,
lot number seventy-five granted to John McCoubrey,
lot number seventy-six granted to John McCoubrey,
lot number seventy-seven granted to John McCoubrey,
lot number seventy-eight granted to John McCoubrey,
lot number seventy-nine granted to John McCoubrey,
lot number eighty granted to John McCoubrey, lot
number eighty-one granted to John McCoubrey, lot
number eighty-two granted to John McCoubrey, lot
number eighty-three granted to John McCoubrey,
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lot number eighty-seven granted to John McCoubrey,
lot number eighty-eight granted to John McCoubrey,
lot number eighty-nine granted to John McCoubrey,
lot number ninety granted to John McCoubrey, lot
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number ninety-two granted to John McCoubrey, lot
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lot number ninety-five granted to John McCoubrey,
lot number ninety-six granted to John McCoubrey,
lot number ninety-seven granted to John McCoubrey,
lot number ninety-eight granted to John McCoubrey,
lot number ninety-nine granted to John McCoubrey,
lot number one hundred granted to John McCoubrey.

SHERIFF'S SALES

The same having been seized under and
taken by virtue of the following executions, issued
under the authority of the Supreme Court of the
Province, to wit:—
First, at the suit of the Hon. John J. Robinson,
endorsement to levy \$2,229 12 7/8—second, at the
suit of Francis H. Johnson, endorsement to levy \$231 30,
and third at the suit of the President, Directors
and Company of the Saint Stephens Bank, in the
County of Charlotte, endorsement to levy \$1010 3 5,
altogether \$7,422 12 6, with interest, together
with Sheriff's fees and incidental expenses.

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SHERIFF'S SALES

EUROPEAN INTELLIGENCE.

[From the London Times.]

It is a matter of interesting and not less anxious inquiry how it is that this country, which still claims a high place among military Powers, and an undisputed pre-eminence in wealth and mechanical skill, is content to arm and train its soldiers with an obsolete and comparatively ineffective weapon. That such is the fact has long been maintained by the best authorities, and has even been ascertained by official inquiry; and we see now on the actual field of war the overwhelming proofs that the muzzle loader is no match for even a very ordinary quality of breech loader. In effect the latter doubles or triples the numerical strength of the force that is armed with it, and enables infantry to cope with cavalry and artillery as infantry never could before. Here is the very weapon for a power that has good men, but few, not conscripts, but volunteers; not drawn from semi-barbarous races, or from subject poverty, but from the ranks of well-paid industry; that has to pay its men well, and that must economize them. The great object of our military system is to make one man do the work of two, or three, or four, if necessary. Then, why not supply him with the very best possible weapon, when its cost is but a small part of his expenditure? We grudge no expense on our ironclads; indeed, the cost of one would arm every soldier in these isles with a breech-loader better than any in the Prussian army. In this item alone, which now appears to be the one chief difference between Prussia and Austria, the secret of success, and the secret of ruin, we have consulted a miserable penny-wise, pound-foolish economy. We have done as the Austrians have done, not as the Prussians—confidently the example more entitled to our consideration. Nay, we have done worse than the Austrians. They are poor, and cannot afford a high price for a gun. They have a larger and poorer population, which they can better afford to draw on than on their exchequer. Perhaps, too, they cannot trust a good weapon to the whole of their heterogeneous army. What may be excusable or inevitable in their case becomes the extreme of folly in ours.

But, after all, we are Austrians and not Prussians in our ways, and for persons not identical, but corresponding. Our insularity, our wealth, and the possession of an empire, which Europe cannot touch prevent us from realizing the thought that the twenty thousand men we occasionally muster, with a great effort, at Aldershot, or in Hyde Park, will be ever fighting for dear life with an equal number of good soldiers, or possibly many more, well armed and ably commanded. We cannot here figure in a review one week, cross a frontier the next, or have our frontier crossed, and be drawn up in battle array day after day. The sons, and many things besides the sons, are expected to intervene before such an emergency. Then, for a long time we have been fighting with Oriental and savage, and in only one instance with Europeans. We are not daily at close quarters with men as good as ourselves. We have an indefinite feeling of security akin to that which Austria felt in her armed myriads, her mutually jealous races, and her strangely buoyant destiny. Well, we have a right to this security. But, then, it supposes that, whatever happens, we are never to land a regiment on Continental soil. It supposes that we are to have no more to do with the affairs of Europe than if we lay off the mouth of the St. Lawrence or in the midst of our Australian colonies. It supposes, moreover, that our soil will never be violated again by the foot of an invader. In fact, the security which leads us to neglect arming our men as well as our most advanced neighbour supposes that we need not arm them at all, or least only arm them as men who will fight with every advantage in their favour. The Chinese armed and trained their soldiers quite sufficiently so long as they could shut out all the world. Bows and arrows were sufficient when there were no guns. "Brown Bess" did admirably in its day. That day is gone by. The Russians found it, to their cost, ten years ago. With the terrible accounts from Bohemia before us we cannot doubt that the day of the muzzle loader is gone by too. A weapon has proved itself invincible. By its aid, too, armies have found their way, at a steady and uniform pace, over mountainous frontiers into the heart of an enemy's country, effected a junction, and overthrown at least an equal force of brave and good soldiers. Foot and horse have melted away before they could close with this weapon; and the gunners have been picked off at their guns. The sense of power which it affords appears to give the soldier fresh nerve and steadiness, and he deals his rapid fire with more deliberation and a truer aim than is found with the slower operations of the old weapon. This is a revolution in the art of war. They who neglect to recognize it will have to pay for their blindness or their stupidity.

A few regiments could be armed very soon with a breech-loader of a pattern which, whether the best or not, would afford the means of a good trial. Some of our Volunteers Corps, too, could earn a little distinction by varying the experiment if it be necessary. Objections will be made. They always have been made, and always will be made, to every innovation. The needle gun, it appears, was tried repeatedly last year at the request of the Emperor of the French by scientific officers. They admitted its good qualities, but raised two objections, which were considered fatal. The gun can be fired six times in a minute, but the seventh or eighth time the barrel becomes so hot that it cannot be touched. This is the first objection. The second is that the gun requires to be repeatedly cleaned, and that with a care which the soldier is not able to bestow while in action. These look serious difficulties, but even if they are real, they have not prevented the gun from destroying several Austrian armies in ten days. The objections have to account for the fact of the gun doing

all that was expected of it, and making one Prussian as good as three Austrians—may, as good as five Austrians, if one is to judge by the proportion of casualties. Till the experiment is made on a large scale it will be impossible to say whether an objection be practical or not. The objection that has most weight in this country is that which is equally valid against all armaments whatever. It is the improbability of the present regulation rifle being ever tried against a superior weapon.

Disunion Misrepresentation.

The Disunion, pro-Fennian and would-be Annexation Press of St. John and Fredericton pretends that the selection of Delegates for the Union Mission to London has caused dissatisfaction in the Union ranks. It is to be regretted that the Opposition scribbles persist in applying to Confederate politicians the peculiar tests with which they were wont to gauge the shallow-patriotism of Disunion demagogues and tricksters. They will be in error just as long as they continue the practice.

This is the grand mistake of the Disunion School. They assume that the ferocity which they find among the little knots of political spoliators with whom they associate, is a characteristic of the people generally. If they would only remember the personal sacrifices made by Unionists during the recent campaign—if they have witnessed the personal and political animosities of a life time buried forever, while ancient enemies joined in supporting the good cause of Union, they will, for very shame's sake, abandon their misrepresentation of leading Unionists. The men who compose the Union Party have not only sacrificed personal and political friendships, entered on alliances of which at one time they did not even dream, and fought a good fight in sincerity and for patriotic reasons, but they intend to hold by their faith until the Union is firmly established, and the Union's enemies are left prostrate and powerless everywhere.—[Telegraph.]

FROM THE STATES.

New York, July 20. The Commercial advertiser says that facts show conclusively that cholera is now raging in certain portions of the city. It is beyond the doubt that the epidemic is pursuing its incipient steps, beginning in regions most favorably disposed for its development. The facts relative to the number of cases on Hart's Island are deemed so appalling that publicity is denied. Surgeon Calloun of the post has died of cholera, and an able corps of physicians have been sent there and also to Governor's Island. One hundred and thirty-one burials were performed in this morning making an aggregate since Sunday morning last of 1082 interments. The demand for hearses is so great that it cannot be supplied. Gold 119.

July 23. The following is additional per steamship City of Paris.

The Paris Press says that the following are the basis of negotiations suggested by France and communicated to the representatives of the belligerents:—

The German Confederation to be established of which neither Prussia or Austria should form a part. No territorial cession to be demanded of Austria. Abandonment by the latter of her rights in the Duchies and to replace war indemnity at first demanded by Prussia.

Prussia to incorporate Schleswig-Holstein, Hesse Cassel, Hesse Darmstadt and Brunswick. Population of the Prussian Kingdom would thereby be raised to 25,000,000. Rhine to constitute Western frontier of Prussia, and the Province between Rhine and Meuse to serve as indemnity to sovereigns dispossessed by war.

An exchange of territory to take place between Baden and Bavaria, which would give the former nearly the whole of Rhenish Bismarck.

Saxony, Hanover and the Duchies of Saxe to conclude a military convention with Prussia. The inhabitants of London to choose whether they shall belong to France or Baden, and the population of Valley of Saone to choose between France and Rhenish Sovereigns.

In France says, the Prussian conditions are the exclusive command of military and naval forces of Confederation by Prussia; diplomatic representation of Germany abroad and annexation to Prussia of the Duchies and part of the Territory occupied.

La France also says Emperor Napoleon immediately sent these conditions to St. Petersburg and London as raising questions of European interests, which can only be settled by concert of great powers. Gold 151 1/2.

TERRIBLE TRAGEDY IN INDIANA.—We have been informed of some of the particulars of a most horrible and cold-blooded murder suicide which occurred on Sunday a short distance from Reynolds, in White county in this city on the Louisville, New Albany and Chicago Railroad. It appears that a man named Brummer and his wife from some domestic trouble had separated—both, however, remaining in the neighborhood. On Sunday, about eleven o'clock, Brummer met his wife about half a mile from the town, accompanied by her little boy, when he drew his revolver and shot her, two balls taking effect in her body. He then threatened to shoot the boy if he did not clear out, and the little fellow started for town. Brummer thinking he had killed

his wife, shot himself, and died, it is supposed instantly, falling across the body of the woman. The woman's clothes caught fire, and were burned completely off, so that when assistance reached them, half an hour afterwards, she was perfectly naked and the flesh in many places turned to the bone. The poor woman lived until about four o'clock in the afternoon suffering intense agony. This horrible tragedy has thrown a feeling of sadness over the entire community in which it occurred, seldom equaled.—[Lafayette Journal, July 3.]

PROVINCIAL APPOINTMENTS.

The Honorable Peter Mitchell, Honorable S. L. Tilley, Honorable Robert D. Wilton, Honorable E. B. Chandler, and John M. Johnson, Esquire, to be Delegates to proceed to London, to act in conjunction with Delegates to be appointed by the British North American Provinces, to confer with Her Majesty's Government on the subject of Union of British North America. By His Excellency's Command. S. L. TILLEY, Secretary's Office, 18th July, 1866.

ERINACUM.

In appointment of Charlotte Justices in late Gazette, for Henry Whitlock read Samuel Hallett Whitlock.

The Standard.

ST. ANDREWS, JULY 25, 1866.

The steamship "Scotia" arrived at New York, on the 24th, with dates to the 15th.

The Atlantic Telegraph fleet arrived off Valentia on 13th. The Cable was successfully spread to the shore and the Great Eastern commenced paying out.

The Signals through the whole Cable were perfect.

Religious Services were held in Valentia previous to the commencement of operations. English political news unimportant.

The Government stated that in the House of Lords that preparations were making to arm the British troops with breech-loaders.

The London Globe regards the Prussians as within a week or ten days of Vienna.

The Bavarians assert that the battle near Kissingen had no result.

QUEENSTOWN, July 15th.—The "Great Eastern" is paying out the Cable. The reports on Saturday afternoon from her are that 150 miles have been laid, and that the signals are perfect. Gold 150 1/2.

The Utilization of the Public Works.

The anomalous condition of the Railways of the Province, and of our own in particular, deserves the earliest attention of those whose councils are enlisted, the future of this Province. They cannot be properly considered in branches, for there is no main trunk line, with which they connect. Neither can they be considered as main lines, forming as they do but isolated links, of what was intended to be a continuous chain of Railway. We are at present taxed three per cent. on articles of importation to pay the interest on the cost of the European and North American railway, when it has been clearly shown that if the original design of our railway system were only carried out, it would more than pay the interest upon the cost of construction.

We are happy to see that this subject is receiving the attention of our contemporary of the "Northern Post." The sending of delegation after delegation to England during the last thirty years, might be looked upon as a farce, were it not that the money so expended would form no small sum towards completing our own line through to Quebec. In what manner a line via the North Shore will utilize nearly 200 miles now built in this Province, requires, we confess, keener perceptions than our own to understand. Our contemporary has truly said, that the means for such a line would have to be raised in England, or perhaps built by the Imperial Government.

In our last issue, we adverted to the interest taken by the Canadians in the improvement of their Canals, so as to enable vessels to pass direct from Chicago to European ports. The sum already expended upon these canals is "fourteen millions," and yet, their expectations have not been realized. We do not object to a still further expenditure for such an object, regarding the material advancement of Canada now, as our own. But let us bear in mind that the St. Lawrence and its canals are sealed against commerce at least half the year.

A commission of U. S. naval officers lately decided against the practicability of a fresh water basin for iron clads in Portland harbor, chiefly on account of the thickness of the ice during five months of the year. How uncertain then must be the navigation of the St. Lawrence at least half the year.

It would effect no small diminution in the rates of insurance, besides the relief from risk and anxiety to shippers of Western merchandise, to know, that in the event of being frozen up, a means of escape from a six months blockade, were provided from Riviere du Loup to the nearest Atlantic port, at St. Andrews or to St. John should Western extension be carried forward to completion. The same principle will apply with equal force to Canadian importations.

With the completion of our Railway, and its extension by a Wharf to a deep water terminus at Joe's Point, and a Boulded Warehouse built thereon, why should not this be a port of entry for Canadian trade during the winter months? Connected by rail directly with Canada, why should not either St. Andrews or St. John become a port for the arrival and departure of the Montreal Ocean Steamers? Indeed we believe no provision for the efficiency of the Canadian canals can be complete, unless it takes into account the contingency of being closed a large portion of the year by ice. This it is believed can be disposed of immediately, by the construction of about 160 miles of railway, involving an expenditure of about five million dollars or one million sterling. Can our Canadian friends reasonably object to this?

The Strawberry Festival and Fair, held by our Baptist friends, on Friday last, was a pleasant affair. The Steam Mill was festooned with evergreens, and the tables loaded with an abundance of good things, which the fair attendants appeared to take pleasure in disposing of. We understand the amount realized will aid in paying off the debt due on their Parsonage.

We are indebted to friend for copy of the "Hong Kong Daily Press" of the 12th May. From which we notice the price of teas, coffee and other importations rule high, but then it should be remembered these articles are genuine, and have not been repacked.

The Rev. P. Hoxie, was ordained by the Presbytery of Miramichi, at Newcastle, last month, and is engaged as Missionary in that section. Mr. Hoxie's labors have been very acceptable to the people, as stated by the "Gleaner," from which paper we glean the intelligence. The Rev. gentleman is a brother of the Rev. John Hoxie of this Town.

The following appears in the Montreal Gazette:—

"A private letter" from New Brunswick states that Mr. Tilley has withdrawn his proposition to impose a duty of 25c. a barrel on American flour, in consequence of the pressure brought to bear upon him by the St. John merchants, who trade with and draw the bulk of their supplies from New York."

The recipient of that letter who was evidently not the editor, has been imposed on by some St. John Agent—probably the party who wrote to the Montreal Trade Reviewer that Mr. A. J. Smith was to be one of the New Brunswick Delegates to London. Nobody here ever heard of Mr. Tilley proposing a duty on flour.—[Telegraph.]

GENERAL EARLY, one of the heroes of the South—whose name during the war was so familiar—arrived from St. John on Monday evening and spent yesterday in Fredericton. He left this morning, via Woodstock, for Canada.—[Fredericton Head Quarters of Wellington.]

THE CANADIAN NAVY.—We understand that the Hon. the Provincial Secretary, Mr. Macdougall, has had transferred to his department, by order in council, the management of naval affairs for the Province, so that he now occupies the same relative position with regard to the Canadian navy as the Hon. the Attorney General West holds to the army—the latter is minister of militia; the former may be regarded, therefore, as minister of the navy.—[Ottawa Post.]

THE NEW MINISTRY.—Lord Derby had an interview with Her Majesty yesterday, and submitted a list of names which the Queen was pleased to approve. The Secretaryship of the Colonies is to be taken by Lord Carnarvon. This post has often carelessly been stated, as if the direction of fifty dependencies in different parts of the globe were natural gift of any one who possesses Parliamentary talents or political interest. Of late years the Colonial Office has demanded the keenest judgement and foresight, and we trust that Lord Carnarvon's undoubted ability and industry will enable him to fulfil the functions of his office not less capably than his immediate predecessor.

A great thunder storm occurred in Great Britain on the 30th ult. It proved most destructive. In London several persons were killed at different points at the same moment and much damage was done to houses which were struck by the electric flash, and in Yorkshire, human beings, horses, and cattle were killed almost at the same hour. Indeed, the disastrous effects, of the storm felt at every point of the compass in England; and the weather, which had been very sultry before, has become wet and cold—the thermometer having, in the shade, from 84 to 60.

ARRIVED.

July 19, Schr. Bob. Sweeney, Calais, ballast Harriet, Britt, Rockland, do.

20, Perseverance, Glass, St. John, gen. cargo. Matilda, Sinson, St. Stephen, Meal & Co., J. R. Bradford and others. Grace, Stevenson, Calais, ballast. Diadem, Morrison, St. Stephen, Salt, & Co. 21, Emma, Lord, Eastport, meal & Co. 23, Charlie, Hannan, Portland, ballast, E. Lorimer. 24, Matilda, Sinson, St. Stephen, tea & Co., R. Glenn and others. Flying Cloud, Carson, Portland, ballast master.

CLEARED.

July 19, Schr. Grace Stevenson, Calais, deals Kelly & Co. Pilot, Hill, Calais, deals, & Co. Kelly & Co. 20, Harrie, Hunt, Portland, 2,250 Sloopers R. Ross. Perseverance, Glass, Eastport, Hammat, Maria Jane, Maloney, Portland, 12,500 R. Ross. Bob, Sweeney, St. Stephen, deals, Kelly & Co. 21, Emma, Lord, Calais, shingles, Goodwin, Emma, Pemberton, Britt, 2,300 Sloopers, R. Ross. Harriet, P. Britt, Providence, lumber E. K. Richards.

NOTICE.

The Subscriber will attend at his Office, to all Ministerial business that may come before him, Hours from 10 A.M. to 5 P.M. THOS. B. WILSON, J. P.

St. Andrews, July 25.

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 7th 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 18th of September next.

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

A. T. PAUL, Sheriff of Charlotte, St. Andrews, July 18, 1866.

Great Reduction in Price of Cotton Goods and straw Hats at JOHN S. MAGEE'S, ALBION HOUSE.

From this date, I will sell for Cash Unbleached sheetings at reduced prices, White shirtings at reduced prices, Printed Cottons at reduced prices, Cotton Hosiery at reduced prices, Men's Straw Hats at half price, Summer Dress Goods at great reduction. I am determined to make a clearance in order to give room for Fall Stock.

SELLING OFF—SELLING OFF

and have been daily for the last four years, and will continue to do so while so largely patronized. Butter taken in exchange for goods, at market rates.

Have a few of those warranted sound prepared Wagon wheels (made this season) price 2 1/2 each. Come early and secure cheap goods; all of which are new, this seasons importation. There will be a great rush for them—so come before all are gone.

Remember the ALBION HOUSE, Corner Water and King Sts. JOHN S. MAGEE.

N.B.—Under no circumstances will a second price be made.

BRANDIES.

Ex "Star in the East" from Cherante via Saint John: Best Cognac Brandy, "Hennessy" & "Vine Growers" brand. J. W. STREET.

23 Hbds. 51gr. casks } 330 Cases Pale & dark } July 11, 1866. J. W. STREET.

Sugar & Molasses.

Ex "Loyalist" from Barbados via St. John, Choice Barbados Sugar. J. W. STREET.

17 Hbds. } 6 do } Barbados Sugar. J. W. STREET.

18 Hbds. do } do Molasses. J. W. STREET.

Goods in Store.

10 Hbds. } GENEVA. 12 Gr. Casks, } 16 Gr. Casks Irish and Scotch Whiskey, 6 Puncheons Alcohol 50 O. P. 2 Hbds. old Lemercer Rum. 1 Puncheon St. Jago do. 10 Hbds. } Best Pale and Dark Cognac 12 Gr. Casks } Brandy. 4 Puncheons Bourbon Whiskey 50 O. P. 12 Cases Irish & Scotch Whiskey. 28 Bbls Brigs' London Porter qts & pints. 9 Cases Guinness's Porter. 6 Boxes best fig Tobacco. 3 Cases Navy do J. W. STREET.

On the 12th inst., at Trinity Church in this city, by the Rev. Canon Bancroft, D. D., Incumbent Walter Frederick Bartlett, Esq., Surgeon R. N., H. M. S. Rosario to Ellen Meredith Wyndom, second daughter of Charles Walkem, Esq., R. E. Civil Staff, and grand niece William Wyndom, Esq., of Ellbridge Manor, Cornwall.—[Quebec paper.]

On the 7th inst., at the Church of St. James the Less, Victoria Park, London, England, by the Rev. John Manners, George John Louis

Wilson, Esq., to Miriam, eldest daughter of Edmd. Hillier Duval, of St. John N. B.

DIED.

On the 19th inst., Mr. John Mulvaney, pensioner, formerly of the 98th Regt. of foot aged 72.

Ship News.

PORT OF ST. ANDREWS

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On the 7th inst., at the Church of St. James the Less, Victoria Park, London, England, by the Rev. John Manners, George John Louis

Grass for

THE Grass growing on JAMES and C. H. sold at Public Auction, on instant, on the premises at lots to suit purchasers. For particulars apply to BEN'S. St. Andrews, July 11, 1866

PIANO for

A Handsome Rosewood C ply to

Finnish H

THE Subscriber offers for Fennia Haddies, just p Also superior fresh Lard Cordial, Ice Creams daily. June 27.

Wines, Crushed

Nutmegs, Ex "Eleanore" fr WINES—6 Hbds. & 8 Q Golden Cherry 2 Hbds GENEVA—2 Hbds, 20 H Pale Geneva, 30 Ca OLD TOM GIN—20 c PORTER & ALE—110 C NUTMEGS—3 Cases. RICE—10 Hbds. CARBONATE OF SODA MARMA LADY—1 Case COFFEE—7 Hbds Rio, 5 TEAS—25 sheet, 60 half chests Colong, &c. &c. May 30, 1866.

SUGAR and

Ex "B. Young" and "86 H" choice Cen

60 "Bright A 80 "Bright M 85 "Bills, For sale in BOND or de ket rates. TODD

June 1866.

Havana

17 M Havana Cigar Imported a TOI

June 1866.

These celebrated Machines are on sale at the Subscription, where the public are invited to examine and test for themselves

