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66. Almanacks 1866.

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Register for 1866, can be obtained singly

cents, or by the dozen for retail from

J. LOCHARY & SON.

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Andrews Nov. 30, 1865.

olution of Partnership.

ICE is hereby given, that the partnership

rely subsisting between James Moran and

Register for 1866, can be obtained singly

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The St. Andrews Standard.

PUBLISHED BY A. W. SMITH.]

E. VARIIS SUMENDUM EST OPTIMUM.—Cic.

\$2.50 PER ANNUM IN ADVANCE

Vol 33

SAINT ANDREWS, N.B. WEDNESDAY, OCTOBER 24, 1866.

No 43

Poetry.

CONSTANCY.

"I would I were the bold March wind,
The merry, boisterous, bold March wind,
Who in the violet's tender eyes
Casts a kiss, and forward flies.
Yet, no! No slight to thee,
O constancy! O constancy!
I would I were the soft west wind,
The wandering, sighing, soft west wind,
Who fondles round the hyacinth bells,
Then takes wing—as story tells.
Yet, no! No slight to thee,
O constancy! O constancy!
No; rather will I be the breeze
That blows straight on o'er Indian seas;
Or scents, which in the rose's heart,
Live and love, and ne'er depart.
Love, love for aye to thee,
O constancy! O constancy!"

[From the Montreal Gazette, 10th.]
ST. ANDREWS RAILROAD.

TO THE EDITOR OF THE MONTREAL GAZETTE.

SIR,—In the year 1835, when our railroad
ideas had only developed in the form of
fifteen miles from L'Acadie to St. John's, a
number of the inhabitants of St. Andrews, N.
B., convinced of the great national or inter-
colonial and commercial importance of a more
immediate connection and intercourse between
Canada and the Lower Provinces, formed
themselves into an association for the purpose
of bringing into public notice the practicability
of constructing a railroad from St. Andrews
to Quebec, which, examinations then made,
showed to be the shortest, best, and most
natural route, having less difficulties to be
overcome than any other that could be select-

ed. At a meeting, it was resolved,—
"That, in the opinion of this meeting, a rail-
road from Canada to the nearest and most
convenient winter harbor in New Brunswick
would be of great national importance, and of
incalculable benefit to the interests of the
North American Provinces, and to British
trade, and to commerce generally."

A deputation from the association proceed-
ed to Quebec in December, 1835, and submit-
ted their designs to the Governor-General, by
whom they were fully approved, the subject
having been previously introduced to him by
the Governors of New Brunswick and Nova
Scotia.

The Canadian House of Assembly, on the
16th of December, 1835, resolved,—
"That every facility should be given to
meet the views of the Legislature of New
Brunswick in opening any intercourse be-
tween the two Provinces."

"That as soon as the Legislature of New
Brunswick has passed an act to establish a
railroad from St. Andrews to the Province
Line, that every facility should be given to
the enactment of a law of a similar nature,
upon conditions as favorable as may have been
granted to any railroad company within the
Province."

On the 19th of December, 1835, the follow-
ing resolutions were adopted by the Legisla-
tive Council of Lower Canada:—
"That a railroad between the port of St.
Andrews in the Bay of Fundy (which is open
at all seasons of the year), and the port of
Quebec, would greatly diminish the disadvan-
tages under which the Province labors from
the severity of its climate, and the consequent
periodical interruption of the navigation of the
River St. Lawrence."

"That the opening of such communication
between the ports before-mentioned would
promote the settlement of the country; great-
ly facilitate the intercourse between the Pro-
vince and the United Kingdom; extend the
value and the interchange of commodities be-
tween the British possessions in America; in-
crease the demand for British manufactures."

"That for the foregoing reasons it is ex-
pedient to promote the views of the St. Andrews
and Quebec Railroad Association, &c., &c."

With such encouragement from the Legis-
latures of three Provinces, in which Canada
promised much, and from such influential
bodies as the Boards of Trade of Quebec and
Montreal, might be supposed to be, the work
of the St. Andrews Railroad was commenced
and finished as far as Woodstock, in the valley
of the St. John, 88 miles, and about 160 miles
from River du Loup, when no movement hav-
ing been made in Canada for forming a con-
nection, the work stopped, and has since pro-
ceeded no farther. 80,000 barrels of pork
and flour brought round from New York or
Boston, are said to be annually transported to
the upper St. John in flat boats, drawing 12
inches of water; and Canadian flour is thus
brought round about to within 60 miles of the
St. Lawrence.

Up to this time international intercourse,
and the advantages to British trade, were par-
amount considerations in Canada, but soon
after, especially in Montreal, the National or
Colonial aspiration became smothered in the
commercial. A railroad was being projected
towards us from Boston and New York, and
we hastened to meet them, quite oblivious to
international exchanges or national interests,
which had been till then the continued theme.

There existed an apparently insurmountable
obstacle to our use of American roads, which,
if not removed, would have bound us to St.

Andrews; but the Americans, always practi-
cally awake to self-interest, made an easy
sweep. All commercial nations understand
the system of storing goods in bond, for ship-
ment abroad; but loading goods in bond, to
pass in bond to the interior, and through a
country, was a strange innovation, brought
about in this wise: (The story, as related by
the late Senator Collamer, of Vermont, I have
before told in your paper.)

The merchants of Canada had long been
desirous of some arrangement of this nature,
by which goods might (as they now are) be
imported from Britain in winter, and Mr.
Phoenix, member of Congress from New York
City, was in the interest of the American car-
rying trade, an earnest but fruitless advocate.

As the New England roads towards Canada
extended, Boston and Eastern interests were
enlisted; for it may be remembered that our
first goods from Europe, in winter, came in
Boston packets, to be transported over Ameri-
can lines. But Congress continued opposed.
Inland bonding was a new idea; and the
danger of goods so bonded, passing into Con-
sumption, free of duty, in the States, weighed
down all other considerations.

And so the question stood, till one day some
Southern member unexpectedly brought be-
fore Congress a bill for permitting goods to be
transported in bond from Gulf Ports overland
to Chihuahua, and Northern Mexico. The
instant this bill was announced, Mr. Collamer
went over to the seat of Mr. Phoenix, and said
to him, "Now is our time; we must aid in car-
rying this bill, and at the same time extend
its provisions to Canada; and thus by favoring
the transport of a few mule loads in the
"South we shall secure the carrying of ship
"loads in the North." By this combination
of a small interest with a large one, the mea-
sure was carried.

Such was one of those accidents that con-
trol the destiny of our designs. But for this
new application of the bonding system we
should have been compelled to obtain our Eu-
ropean winter supplies through New Brun-
swick, and an inter-colonial line to St. Andrews
would have been years ago completed. A
merican sagacity stole a march on St. An-
drews. Facilities were granted by which
goods landed on American wharves came to
us as unobstructed as if landed on our own;
and necessity ended, even the existence of St.
Andrews became forgotten. All the labors of
the St. Andrews Association had been made
nought by a favor intended for the ruleters
of Chihuahua.

What is gone by accident, may be lost by ac-
cident. In their wisdom the Americans know
the value of our transport trade; but in their
folly they may lose it. While Congress is in
Session, we have not assurance for a single
hour that somebody may not bring in some
measure, to which something may be tacked,
abrogating the present transit system, or load-
ing it with obstacles. As security against this
very possible contingency, we require a British
road and a British harbor. St. Andrews
is the CHEAPEST and the NEAREST.

We are not rich. We should utilize the
railroads already constructed and the capital
sunk in them. We commence our Confedera-
tion like some marriages, with unpleasant li-
abilities on both sides. We have not money
to build an inter-colonial road, or even credit,
for we ask Britain to endorse a loan. Why
not then, till we become richer, turn to the
greatest advantages that which we already
have, ready made to our hands.

We have a railroad to Riviere du Loup;
New Brunswick has one from Woodstock to
St. Andrews, and another from St. John to
Shediac; Nova Scotia has one from Halifax
to Truro. Three links—one from Riviere du
Loup, 160 miles, one from St. Andrews, to
St. John, 60 miles; and a third (now under
contract) from Moncton, on the Shediac road,
to Truro, all of them easy so far as concerns
the lay of land would give us quickly a cheap
route to Halifax and to two intermediate ex-
cellent winter ports.

This is unquestionably the true commercial
route, and why should it be deferred for the
military? The necessity of the first may be
made immediate by the bawling tongue of
any member in Congress—the necessity of the
last depends on more remote or elaborate con-
tingencies; & the military value is neutralized
by so many considerations that flash upon the
mind, though they would, written down, cover
a deal of paper, that all should be well
weighed before the work is commenced.

The three connecting links I have named
will be constructed some day; and why may
not the work be commenced off-hand, that may
not interfere with the construction of the military
road, or the fortunes anticipated in contracts
for the expenditure of forty millions, unless a
small present expenditure is found to do away
altogether with the necessity of any other
route.

The public faith of three provinces, and the
mercantile influence of Canada pledged to
the St. Andrews Company as the inducement
upon which 88 miles of road were completed,
demands fulfillment. If our link was com-
menced, that from St. Andrews to St. John

would be, simultaneously by an existing com-
pany. The remaining link from Moncton to
Truro, I have before said, is already under
contract, with instructions from England to
push it forward. Thus with little effort we
may secure free international communication by
rail from Golderich to Halifax, and indepen-
dence against all waywardness in the fiscal re-
gulations of our neighbors.

T. S. B.
Montreal, 8th October, 1866.

[From the London Star, Sept. 26.]
CONFEDERATION OF BRITISH
AMERICA.

TO THE EDITOR OF THE "STAR."

SIR,—Although I have not yet seen the
pamphlet published by Mr. Howe, in opposi-
tion to proposed Confederation, of the British
North American provinces, you will, I hope,
permit me to correct several mis-statements of
facts into which you have inadvertently been
betrayed, by the perusal of Mr. Howe's brochure,
in your article in the Star of the 21st inst.
upon a question involving the most important
consequences, both to British America and the
parent State. A scheme of Confederation,
providing for the union of the British North
American provinces under one Government
and Legislature, was arranged at Quebec in
1854, by delegates representing all sections
and parties in the colonies, appointed by the
Governor-General and the Lieutenant-Govern-
ors of the provinces. Both Houses of the
Parliament of Canada carried by very large
majorities an address to her Majesty the Queen
praying that an Act of the Imperial Parlia-
ment might be passed by which the proposed
union should be consummated. The Legisla-
tures of Nova Scotia and New Brunswick
have also authorized the Lieutenant-Govern-
ors of the provinces to appoint delegates, clothed
with plenary powers, to arrange with dele-
gates from Canada, and with her Majesty's
Government here a plan of union to be sub-
mitted to the Imperial Parliament. The co-
operation of the Islands of Newfoundland and
Prince Edward, although desirable, is by no
means essential as to render the union of Up-
per and Lower Canada, Nova Scotia, and New
Brunswick—possessing an area of 400,000
square miles, and a population of nearly four
millions—under a united Government "a lame
and important conclusion." You will, I think,
scarcely regard the statement as accurate, that
"by extreme pressure on the part of the Ex-
ecutive the Legislatures of Nova Scotia and
New Brunswick agreed to send delegates to a
conference to be held in London," when the
fact is stated that in New Brunswick an ap-
pel to the electors upon this question result-
ed in the return of thirty-three members, pledg-
ed to support Confederation, while but eight
members opposed to the policy could obtain
seats in the Legislative Assembly; that in the
Legislative Council in that province the Con-
federation policy was affirmed by a majority
of thirteen to five, and that in Nova Scotia
the motion to authorize the appointment of dele-
gates with plenary powers to settle this ques-
tion of union was carried in the Legislative
Assembly by a majority of thirty to eighteen,
in the Legislative Council by a majority of
thirteen to five. As the leader of the Govern-
ment of Nova Scotia I can confidently assert
that no executive pressure was attempted, and
that both branches of the Legislature well re-
present the education, intelligence, property and
industry of the colony. The statement that
Hon. Joseph Howe is "distinguished member
of the Legislature of Nova Scotia" is inaccur-
ate. Mr. Howe, as leader of the Government
sustained an overwhelming defeat at the last
general election in that province in 1853. But
thirteen members out of a House of fifty-
five were returned to support his Government.
The constituency to whom he offered his ser-
vices rejected him by a majority of over five
hundred. And Mr. Howe has not since ob-
tained a seat in the Legislature. The readers
of the Star will be surprised to learn that Mr.
Howe denies the right of the Legislature of
that colony to change the constitution of the
country with the concurrence of the Imperial
Parliament, when they are told that the last act
of his Government was to introduce a measure
to disfranchise more than one quarter of the
Parliament than one quarter of the electors
who had elected the Parliament in which he
was then sitting. You will probably be equal-
ly astonished when you are informed that
"serious as are the geographical difficulties of
a Confederation as put by Mr. Howe," and
"certain to infuse new elements discord
into the already seething chaos of Canadian
politics," as he now asserts, that gentleman,
when leader of the Government of Nova Scotia
in 1851, proposed to the Legislature a resolu-
tion, which was carried unanimously, declaring
that "many advantages may be secured by
such a union" of the British North American
provinces, and authorizing the appointment of
delegates to promote that object. Notwith-
standing the inaccuracies in your leader to
which I have ventured to call your attention I
do not know that I would have troubled you
with any remarks, but for the following pas-

sage. You may say: "The intimacy and in-
clination of the maritime provinces is not to-
wards Canada, but towards Maine and Massa-
chusetts; and though the men of N. Brunswick
and Nova Scotia are proud of their indepen-
dence, they would probably prefer annexation
to the United States if it could be peaceably
effected to any Confederation scheme." Al-
though I am quite ready to admit that a num-
ber of interested bankers and political agit-
ators have excited a great deal of prejudice
against the proposed Confederation, I am bold
to assert that a more unfounded imputation
upon the loyalty of the people of the maritime
provinces of all classes could not be published
than is contained in the paragraph just quoted.
That there are individual traitors in the pay
and interest of American annexationists, en-
deavoring to subvert British institutions in the
maritime provinces, is quite possible, but
that even an insignificant portion of any class
of the people could be induced to prefer con-
nection with the United States to a union of
British America I most emphatically deny. The
mischievous influence of such a miscon-
ception of the sentiments of British colonists
at the present moment cannot be overated. The
annexationists in the United States who are
endeavoring to accomplish the acquisition of
British America by political means are stimu-
lated by such statements to persevere in the
policy which has already caused the abroga-
tion of the Reciprocity Treaty, while to the
savage cause may be traced the mad designs
of the Fenians upon the British Provinces. Can
you then, sir, wonder that I should feel
indignant at the publication of an unfounded
imputation upon the loyalty of my countrymen
especially when it is calculated to encourage
the ravages of invasion, and waste the blood
and treasure both of British America and the
parent State?

Feeling assured that you will willingly give
insertion to these corrections of statements
calculated to produce very erroneous impres-
sions upon an important question, I remain, sir,
your obedient servant,

CHARLES TUPPER,
Prime Minister of Nova Scotia.

Alexandra Hotel, Sept. 22.

NOTE.—An application to the publisher for
a copy of Mr. Howe's pamphlet was met by
the statement that as yet it was only intended
for private circulation.

REGULATIONS FOR THE HARBOURS OF LEPREAUX AND NEW RIVER.

The following REGULATIONS for the Har-
bours of Lepreaux and New River in the
Parish of Lepreaux, have been made and es-
tablished by the Court of General Sessions of
the Peace for the County of Charlotte:—

I.—That all vessels lying in the harbours of Le-
preaux and New River, shall be under the direc-
tions of the Harbor Master there, and the Ormer,
Master, or other persons having charge of any
such Vessel, who shall disobey the orders of the
said Harbor Master, touching the lying, fastening,
berth, or removal of any such vessel, shall for
each and every offence, forfeit and pay the sum
of Twenty shillings.

II.—The Harbor Master to direct where the
ballast is to be laid, and no ballast shall be land-
ed in the Harbor without his permission and di-
rection.

III.—The ballast is to be hove out on the East
side of the Harbor, between Ragged Point and
Saskina Island.

IV.—Any Master or commander of any ship or
vessel who shall refuse or neglect to obey or con-
form to the directions of the Harbor Master, shall
forfeit and pay the sum of Five pounds for each
and every offence.

V.—The Harbor Master shall be entitled to
demand and receive from the Master, Commander,
or Consignee of every ship or vessel coasters ex-
cepted that shall anchor at Lepreaux, and New
River, Five shillings for vessels above fifty tons,
and not exceeding one hundred tons, and Ten
shillings for all vessels above hundred tons, as
Harbor Master's Fees.

VI.—All vessels lying in Harbours of New Ri-
ver and Lepreaux, the Ballast Ground to be be-
tween New River Island and Barnaby's Head.

Inner Ballast Ground in Lepreaux Harbor
from the first of November until the first of May
to be in Dowd's Cove.

VII.—For removing any ship or vessel from
the Ballast Ground to the place of loading 20s.

—A few days before the Bank of Upper
Canada closed, the Bank of Montreal tel-
graphed to England for half a million in gold,
which has since arrived. The other Banks
took similar precaution.—[Toronto Globe.]

"No, father isn't a drone, either," said a
bright lad, "he's a philanthropist, and collects
money for the heathen in Africa to pay for
house and things."

I'll root them out, as the pig said when at
the Carrots.

The Standard.

ST. ANDREWS, OCT. 21, 1866.

This evening Rev. Mr. Home, will deliver his lecture in the Town Hall, on "Capital Punishments." The subject is not only instructive, but popular, and will be treated in a masterly manner by the Lecturer, whose sole object in delivering the lecture, is to obtain means to purchase appliances for the Parish School. It is to be hoped his professional efforts will be rewarded by a liberal purchase of tickets and a large audience.

The Hon. the Postmaster General was in town for a short time during last week. This reminds us, that the Heads of Departments, whom visit St. Andrews, if we except the Hon. Mr. Tilley, Provincial Secretary. This is to say the least a fair. The Chief Commissioner of Public Works, might find something of interest upon visiting this place; his presence is required, and we trust, he will in the discharge of his public duties visit St. Andrews before the full closes, as there is valuable Government property on Quarentine Island, now decaying for want of supervision.

WELL DONE ST. ANDREWS.—From the returns of the various Agricultural Shows in this Province, we notice, that the grain raised in this Parish, and exhibited at the C. C. Agricultural Society Show was the heaviest by one and two pounds to the bushel. Beets, Turnips, Potatoes and other roots, would be quite equal to any other roots raised in other Counties. And as to Butter for many years quantities have been engaged here every season, and shipped to St. John and other places for private families. It is but a few years ago that a respectable farmer of this Parish, (now no more) raised a considerable quantity of hops for exportation. Why cannot others do the same—the crop pays well.

On Wednesday Evening last, the Rev. Mr. Home, delivered his lecture on the "Philosophy of Mental Culture in pursuit of Knowledge" to an appreciative audience, in the Town Hall. The lecture was argumentative and showed much research; like all Mr. Home's productions, it was well written. Not having taken notes, we are unable to give even a synopsis. It should be heard to be appreciated. At the close, a vote of thanks was tendered to Mr. Home for his able, eloquent, and instructive lecture.

PRESENTATION.—On Sunday last, the pupils of the Wesleyan Sabbath School presented a handsome bound Bible to one of their teachers, Mr. John A. Young, who is about removing from the Province. The address accompanying the precious gift was a feeling one, to which Mr. Young made a suitable reply. The recipient has been for upwards of a quarter of a century connected with the school, and at its close on Sunday, the scholars took an affectionate farewell of their old teacher.

A correspondent "B" complains of the conduct of "boys, some of them overgrown, making hideous noises on the streets after dark, using obscene language, breaking windows, robbing gardens, destroying fences and committing other disgraceful acts." He urges that "the Magistrates should put a stop to such conduct." In reply we beg to inform "B," that when he or any other person will make a complaint on oath before any Justice of the Peace, and give the names of the aggressors, they will be dealt with according to law. The duty of Magistrates does not compel them to parade the streets at night, and act the part of policemen. His suggestions with reference to a Police force are well enough, but the legal course must be taken before any such body can be organized. The "annoyance to night schools and religious meetings" can be easily remedied, by taking the proper steps. His letter is rather too lengthy, and too personal for publication.

THEATRICAL PERFORMANCE.—By permission of Capt. DeWahl the amateurs of H. M. S. "Cordelia," gave an Amateur Performance in the old steam mill, last night, the pieces selected were the "Spectre Bridegroom," and the "Omnibus"—a convenient distance. The parts were well sustained, and elicited frequent applause. Dr. Warren, and another gentleman, sang a Duett which was encored when the Dr. gave a favorite Irish melody. The Glee club of the Cordelia sang "Alls Well" with great taste, and at the Conclusion, God Save the Queen. The audience was large very attentive, and manifested their approval by giving three hearty cheers for Capt. DeWahl, officers and ships company of the Cordelia, which was happily acknowledged by the Captain in a brief speech.

Quite an exciting horse trot took place at the Houlton Trotting Park on Thursday last,

between Dr. Innis' b.m. "Lady Drew" and Jos. Smith's g.g. "Gray Stranger" of Calais. It was a match for \$200.—mile heats, and resulted in favor of Lady Drew as follows:
Dr. Innis' Lady Drew 1 1 1
Jos. Smith's Gray Stranger 2 2 2
Time—2:50; 2:51; 2:54.—[Times.]

FOR CALIFORNIA.—Several persons have left this County within a few weeks for California, and this week two more families from this town will take their departure for the land of gold. Mr. J. A. Young, who for upwards of sixty years has been a resident of St. Andrews, with his wife and family, will leave to-morrow morning by steamer, to join their sons at San Francisco, where they have resided for the past few years. Mr. Young and his family carry with them the best wishes of their townsmen for their welfare.

The Attempt to Kidnap.

A communication in the News, from "Richard Wilson, 1st Lt. U. S. Artillery, Brevet Captain U. S. Army," intended to be a denial of the facts connected with the Indian Island affair, is really confirmatory of the charges preferred against the would-be kidnappers.—Wilson alleges that his errand, (accompanied though he was by six men of the 3rd Cavalry stationed at Eastport), was entirely peaceable. He only wished to inform Northup, the deserter, of the terms on which he could return to the army. To account for his stealing away after dark, he alleges that Northup's communication enquiring as to terms, etc., was received on the evening of the same night; and he leaves the impression that this was the only communication which passed between the deserter and the military authorities on that subject. The fact, however, is, that Northup had been previously informed by the commander at Eastport that he could not state the probable amount of punishment he would receive. There was, therefore, no necessity for this after-night expedition on the score of furnishing an immediate reply.

That the six soldiers who accompanied Wilson believed they were sent to seize him by force, is evident from the manner in which they conducted themselves.—[Telegraph.]

The Annual Exhibition and Cattle Show of the St. Croix Agricultural Society was held yesterday according to appointment. The exhibition was not so full, in any of its departments as in previous years, but the stock and articles exhibited were mostly of high order. It seemed to be generally admitted that a great improvement in Stock has taken place within the last few years. There were some fine samples of grain and root crops, but very little garden produce. There were some excellent specimens of wool goods in socks, housepans &c. The day was fine and there were a large number of persons present. There were two hundred and fifty eight articles entered by fifty three exhibitors. It seems to us that some means should be devised to make these exhibitions more generally useful to the farming community as at present there are only a few who reap any benefit from them, but we shall refer to this more at length in a future issue.—[Courier.]

The editor of the New York Evening Post says that Gen. Grant said in his hearing not long ago:

"The rebels who whipped, as it was our duty to do; they fought us bravely, and I for one have no spite against them. If they believe themselves I should think well of them. But the copperheads and peace men of the North, the men who, during the war, reviled the soldiers, encouraged the enemy, and did their utmost to stop supplies and reinforcements to our boys in the front—such men I can't forgive: I will never forget them, or have anything to do with them."

LATEST FROM THE FENIANS.—A correspondent writes us from Northern New York that there are many signs there of another Fenian movement. Every train that arrives at St. Albans and Malone brings a large number of strangers, who generally leave within the next twenty-four hours by team and on foot for the country outside. Mysterious looking boxes also arrive, and are delivered to strangers who call for them, and immediately convey them away. Troops are stationed all along the Canadian border. English spies abound, but no information apparently has yet been gained. Additional Canadian troops have been posted along the line, bordering on upper New York and Vermont, and a gunboat has been constantly patrolling the St. Lawrence during the past week.—[Boston Journal.]

FEARFUL ACCIDENTS.—At St. Louis, on 17th inst., a terrific boiler explosion occurred in a turning shop on Franklin Avenue, demolishing the shop, also a three-story brick building on one side and a dwelling on the other; burying about thirty persons in the ruins; 14 were taken out dead, 12 more or less wounded, and several remain buried. A train ran off the track near Meadville, Penn., on the same day, precipitating it down the embankment—all of the passengers were injured, and the officers all seriously. Also on the 17th, the cars ran off the track between Portland and Boston; an engine and eight cars were smashed to pieces, an engineer killed and a fireman nearly killed.

The Archbishops, Bishops and about two hundred of the inferior clergy of the Roman Catholic Church, in the United States, assembled in Council in Baltimore, on Sunday week. A large number of priests were in attendance as spectators. The prelates wore their mitres and the clergy were clothed in their most gorgeous vestments. Seven Archbishops, thirty-

eight Bishops were present, and the proceedings connected with the opening of the Council—processions, music, &c., were of the most imposing character. Archbishop McClosky, of New York, preached a sermon on the infallibility of the Church, which is fully reported in the American papers.—The business of the Council relates purely to Church discipline in the United States, and not to doctrinal matters of any kind. Among the subjects of special interest to be discussed, and argued was the religious education and management of the freedmen.

TELEGRAPHIC.

NEW YORK, 19th. A terrible hurricane commenced in the Bahamas on the 30th ult. and lasted two days. Almost half the town of Nassau was destroyed by the storm.

Houses were blown down, roofs carried away and trees uprooted. Trinity Church was demolished. Government house lost a part of its roof, and the roof of the Marine hospital was caved in and knocked to pieces and shingles were demolished.

The neighboring islands suffered in the same degree, and a large number of vessels have been lost or destroyed. This hurricane is the severest that has been experienced since 1813.

Gold 149.

A despatch from Berlin says the cession of Venetia to the Italian government was fully completed to-day. M. Thiers and the French statesman died in Paris to-day.

LIVERPOOL, Oct. 19. Breakfasts continue in demand. Flour advanced one shilling per barrel. Wheat advanced 3d. per barrel and corn advanced to 31 shillings. Market for provisions unchanged. Fallow tends downward.

THE MONEY MARKET IS QUIET. Consols 94. U. S. 5-20s 68.

NEW YORK, Oct. 20.

Gold 146. Consols closed at 89 1/2 for money. U. S. 5-20s 69.

TORONTO, C. W. Oct. 20. Several more Fenian prisoners were arraigned to-day, one of whom proved to be a lunatic. The American Consul intimated to the Court that he had received instructions from Washington to engage counsel for all the prisoners of American citizenship.

NEW YORK, Oct. 22. Official news from Vera Cruz to the 30th has been received here with the following information:

The 1st Regiment of the line which arrived at Vera Cruz to embark, and which has been ordered back to Orizaba, has lost 80 pack mules with a great deal of its baggage, the guerrillas having captured them. A company which was sent to rescue the baggage, was completely cut up by the Liberals at Chiquilato, its losses being 20 killed and wounded or captured. General Castelan was hourly expected at Vera Cruz; it was thought he would stop the embarkation of the French troops.

VIENNA, Oct. 22. A steamer will sail from Trieste for Mexico forthwith by the express orders of the Emperor Francis Joseph.

ARRIVAL OF THE CHINA.

China, Stockbridge, which left Liverpool on the morning of the 13th, and Queenstown 14th, arrived at Halifax at 3 A. M., 22d. She has 31 Halifax and 17 Boston passengers.

It is stated that in the case of the British steamer Tornado, seized by Spain, the French Government has advised that of Madrid to admit their mistake in seizing the vessel, to indemnify owners and crew, and make most ample apology.

The Jamaica Committee appeal to the public for subscriptions to the extent of one thousand pounds sterling for prosecution of Governor Eyre.

They had specially retained the services of Mr. Colclough, Queen's Counsel, for prosecution. It is stated that Engineers of War Department had changed the construction of Portsmouth fortifications from a combination of granite and iron to one entirely of iron of most massive character.

[From the Freeman.]

Of the six or seven million pounds sterling ground out of the poorest people in Europe, not one-half is expended in Ireland for any purpose. The greater part goes to England never to find its way back.

[From the Journal.]

The net revenue of Ireland up to 31st March, 1866, and shown by a return just printed, was £5,816,880 and the expenditure to same date in Ireland £5,980,837, balance in favor of Ireland £164,000. So much for the Freeman's random and reckless statement; so much, too, for the argument our contemporary bases on it that the Maritime Provinces, in Contederation, will not be allowed their fair share of the public expenditure.

The United States have purchased the Island of Melos in the Mediterranean, from Greece for twenty million of dollars. Its purchase is made on account of the harbour, and the intention is to establish in the island workshops, shipyards, arsenals and a colony.—A Paris letter, the writer of which does not seem to be afflicted with the "Moore doctrine" says:

"The acquisition on the part of the United States has both a cause and an object. The cause is the protection of United States commerce in the Mediterranean Sea; the object, intervention of American diplomacy in the

complication in which the solution of the Eastern question may become involved. Such an intervention will not suit the tastes of the great European powers, and they will do all in their power to embarrass the United States; but events will be the arbiters."

Both the United States and Russia seem to expect that some power will soon do to Turkey as Bismark has done to Austria and the petty princes of Germany.

Chase on part of the radicals, Grant as the people's candidate, and McClellan as "the pet of copperheads," are to be the candidates for the next Presidency—so says that reliable sheet the New York Herald.

Among other conveniences a Telegraph Office is being established at St. Stephen.

Mrs. Elizabeth Cady Stanton presents herself in a card published in the Anti-Slavery Standard, to the voting population of the Eighth Congressional district of New York, as a candidate for Representative in Congress. Of course the New Yorkers are too good-lant to desert her election.

From all accounts, it would seem that counterfeiting was never carried on more extensively, or with greater success than at present. The Bank Review says that many of the most skillful workmen are engaged in the business on their own account, and many more under pay of the most notorious and successful dealers in counterfeit currency.

Mr. HUGHES, the agent and lecturer of the Sons of Temperance, instituted "Saint George," on Wednesday evening last. The following are the principal officers:—Francis Hibbard, Esq., W. P.; J. Messenett, W. A. James A. Moran, R. S.; R. A. Stewart, F. S.; James Moran, P. W. P.—[Globe.]

A manufactory for making printer's type of vulcanized india-rubber has just been started at Dalton. This new kind of type is said to be as quickly and easily made, and to be fully equal in quality and durability to the common type, the price being only one third of the latter. It offers the advantage of less weight as compared with metal type, and can be remoulded when worn. It presents particular advantages for stereotyping.

The following singular marriage notice is taken from a North Carolina journal:—"By Dr. A. Serrill, at twilight, on Wednesday evening, Feb. 28, 1866, at the house of the bride's widowed mother, Mr. A. A. Gabriel to Miss Lizzie Milligan, after a short but delicious courtship."

"The number of men flogged in the army and militia of Great Britain and Ireland in 1863 was 518; the number of lashes inflicted, 23,668. The number of prisoners flogged in 1864 was 528 and of lashes inflicted, 25,638. The number of persons flogged in 1865 was 441; and of lashes inflicted, 21,561.

J. E. Boyd Esq., the Government Engineer inspected the work on the Railway on Tuesday, and we are pleased to learn that he was highly satisfied with the character of the work. He went over 13 1/2 miles of the line on the locomotive, and pronounced it the smoothest running piece of road in the Province. We should suppose the Directors will soon be making preparations for a grand opening demonstration, as we believe the cars will run through the whole distance in less than a month.—[Courier.]

A number of sudden deaths have recently taken place at Annapolis, caused by imprudence in the use of raw oysters, which the late rains in that section have rendered unwholesome. At the instance of eminent physicians, the corporate authorities have forbidden the bringing or offering for sale of oysters until the 1st day of November next.

Professor Ferguson, of the National Observatory at Washington, is making arrangements for scientific observations of the meteoric display which is set down for November 12th. It is predicted that the display will be unusually brilliant and partially worthy of the attention of scientific men.

A Terrible Calamity has occurred in the Red Sea—the foundering of the Indian steamship Blina, in consequence of a collision with another vessel called the Narda. The vessel began to sink immediately after the accident, and, horrible to relate, out of 101 passengers only 22 were saved.

It is said that Mr. Eaton, of Calais, has purchased the "Whitney saw mill" here, more recently owned and run by Messrs. Smith and McAllister. This is, undoubtedly, one of the best privileges in the County, and we are glad to find gentlemen of means and energy investing in such important undertakings.—[Carleton Sentinel.]

We are informed that the Church building in Gloucester is being rapidly progressed with. It will be finished outside by the last of this month.—[Ibid.]

The revenue produced by the railways of the United Kingdom is nearly \$50,000,000 a year. The yearly revenue of the London General Omnibus Company is about £500,000.

A brother of Charles Dickens, the English novelist, died in Chicago a few days ago.

Major Cox, of the Royal Engineers, has visited Grand Falls, in order to receive propositions for mining on Little River.

NEWFOUNDLAND.—It is estimated that not one-fourth of the potato crop can be saved. The loss is put down at \$150,000.

Sir John H. T. Manners-Sutton has assumed the Government of Victoria under favorable auspices.

DEATH OF JAMES MAGEE, ESQ.—With deep regret we announce the death of James Magee, Esq., of Leeson street, Dublin, which took place at Bonn, in Germany, on the 24th ult., when on his return with his family from Wildbad, where they had been sojourning.—[Dublin paper.]

The deceased was a brother of Mr. John S. Magee, of this Town.

Noticed. On the 18th inst., by the Rev. John Ross, Mr. John Nesbitt, Jr., to Miss Christina McFarlan, of St. Andrews, C. Charlotte.

Ship News.

PORT OF ST. ANDREWS. ARRIVED.

Oct. 17, Schr. Franklin, Coats, Eastport, half last, master.
19, Julia Clinch, Adams, New York, Flour & J. R. Bradford & C. F. Clinch.
20, H. M. S. Cordelia, Com. DeWahl, St. John.
22, Bgt. Wm. Nash, McBrile, Boston, ballast, C. F. Clinch.
23, Louisa, Clark, New York, Flour and Corn, John McAdam.

CLEARED.
Oct. 17, Schr. Moses Waring, Plummer.
19, Dialdon, Morrison, St. Stephen, boards.
20, Camilla, McNichol, St. John, Turnips to order.
22, Franklin, Coats, Boston, Sleepers, C. M. Gore.
Emma, Lord, Calais, Shingles, Goodnow.

TO THE PUBLIC.

A Scandalous and false report having been circulated that Mr. James Bradley, stabbed me on the night of 20th inst., I most positively state that the report is false and without foundation. Nor had I seen Mr. Bradley that evening until he and some other gentlemen came up and assisted to carry me into a house to have my wounds dressed.

Sworn to before me at) ALEX. S. LAW.
St. Andrews, this 23rd day of October 1866.

S. H. WHITLOCK, Justice Peace. We certify the above statement to be in accordance with facts.

THOMAS R. WARREN, Surgeon R. N. H. M. S. Cordelia.

GEO. MCSORLEY, St. John. J. INGLIS STREET.

P. CASSIDY, Harbor Master, FOR THE HARBORS OF

Lepreux and New River.

OPENING OF FALL MILLINERY AT THE ALBION HOUSE.

Mrs. Magee respectfully informs the Ladies of Saint Andrews that she will make a display of Fancy Goods and Millinery in Show Room next door to Albion House, on Friday afternoon, doors open at 3 o'clock.

NEW FRUIT. 40 BOXES & Half Boxes Layer Raisins, just received. J. W. STREET.

CAUTION. I hereby forbid THOMAS HEALY of St. Andrews, Butcher, from paying to any person, any or any part of the Right several Notes drawn by him in my favor, for \$100 each, and due respectively on 1st August 1862, 1863; 1864, 1865, 1866, 1867, 1868 and 1869, said Notes being out of my possession wrongfully, and without any value paid for same, and all other persons are forbidden to buy or negotiate said notes or any of them.

M. FAULS, JR., St. Andrews, Oct. 20, 1866.

JOHN S. MAGEE

In despatch of calling the attention of the Public to a large and varied stock of Goods received per steamers "United Kingdom," "Nawn" and "Napoli" consisting in part of

FRENCH MERINOS, COBURGS, BLANKETS.

COTTONS, in white & unbleached, very cheap. Braces, Sontags, Clouds, Garibaldi, Maria Stearn Hoods and Opera Mantles, COTTON FLANNELS, OSNABURGS,

Prints, Red, white, blue & grey twilled Flannels, Plain Flannels in all colors. We can confidently recommend our Flannels as good, and will sell cheap. A large and varied stock of

BOOTS and SHOES, in childrens, youths, (Boys, Mens, Misses and Ladies) of warranted manufacture. Would call special attention to his white Warps, which are made from the very best Southern cotton and warranted, sound, well made and good. Also the St. John Warps, Parks' make, prepared for the Loom.

If you want good value for your money, come to the ALBION HOUSE. JOHN S. MAGEE.

ARRIVAL OF NEW GOODS.

JOHN S. MAGEE has just received an importation of

COBURGS, French THIBETS, French Merinos, Wincles, &c.

Direct from the manufactory—all good colors, and cheaper than last season. Come to the Albion House and see them.

WHITE WARPS. The best Warps in the Province, all warranted good and sound, and at lowest market rates, can be found at

JOHN S. MAGEE'S Albion House.

SUGAR and 86 HIDS. choice C 60 363 36 Tereces Bright 35 Bbls. For sale in Bond or ket rates. TOI

June 1866.

NEW BRUNSWICK & CAN.

FALL ARRANGEMENT

Trains will leave St. Andrews Station every Monday, Wednesday & Friday, at 8 a.m. Returning will leave St. Andrews every Tuesday, Saturday, at 8 a.m. until further notice. An Express Train will leave Station every Monday and Thursday in time for the Boston Boat leaves St. Andrews every Tuesday on arrival of Boat from Boston. A special Train will leave St. Monday afternoon on arrival John. Agent St. John—J. D. SHELLEY, Woodstock—G. W. VAN HENI St. Andrews, Oct. 1, 1866.

WHIT WARPS!

From the New Brunswick (pared for the Loom—quality) Also a Lot of those super from the ROYAL RIVER MANUFACTUR

Just received at the Albion for sale at lowest market rates 40

GREY, BLUE AND Just received two BLUE, GREY, SCARLET, YE

at the Albion House, good cheap to make room for further

WHITE and UNBLEACHED offering superior articles in V ed Cottons, at low rates. J

Skeleton Grey Skeleton Shirts, 20s House for the Dollar. J

Selling Off! At British Thirty Da

THE Subscribers now offer and well assorted stock stock consists in part of the Broad Cloths, black u Casenores, Tweeds, Cloak Housepans, French DeLair Poplins, Colours, Baratheu Jesters, Alpacas in black a Prints, white and grey Cotti Ozenburgs, Cambrics, Selci Paisley, Barge and Wool Umbrellas, Corsets, Hoop Hosiery in Cotton, Woll

single Shirt Collars, Neck Handkerchiefs in Cotton Li Woolen and Cotton Unders and 1 Annak Table Cover Carpets, Blankets, flau blue and fancy hocks, Gotta Also a large assortment ing, Boots and Shoes.

The whole to be sold a subscribers are determine Goods business in St. And

Also a large assortment ing, Boots and Shoes.

St. Andrews, Sept. 5, 18

2,000 G. ALBERTI

Just received from the John, and will be sold u lowest rates, by the Subse for yourselves, before pure

Kenied St. Andrews, Aug. 29, 1

Sugar & I

Ex "Loyalist" from Bar 17 Hbls. do 5 do do 18 Hbls. do

June 27, 1866.

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

JAMES STODOL, Agent

SUGAR and 86 HIDS. choice C 60 363 36 Tereces Bright 35 Bbls. For sale in Bond or ket rates. TOI

June 1866.

Married.
8th inst., by the Rev. John Ross,
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of St. Andrews, C. Charlotte.

Ship News

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J. John McAdam.
CLEARED.
chr. Moses Waring, Plummer,
adom, Morrison, St. Stephen, boards,
amilla, McNichol, St. John, Turnips
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Andrews, Oct. 30, 1866.

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New Brunswick & Canada Railway FALL ARRANGEMENT, 1866.

Trains
will leave St. Andrews Station for Woodstock Sta-
tion every Monday, Wednesday, and Friday at 10
a.m. Returning will leave Woodstock Station
for St. Andrews every Tuesday, Thursday and
Saturday, at 10 a.m. until further notice.
An Express Train will leave Woodstock Road
Station every Monday and Thursday, at 3 a.m.,
in time for the Boston Boat same day.—and
leaves St. Andrews every Tuesday and Friday,
on arrival of Boat from Boston.
A special Train will leave St. Andrews every
Monday afternoon on arrival of Boat from St.
John.
Agent St. John—J. D. SHELLEY, Water St.
Woodstock—G. W. VASWANT.
St. Andrews, Oct. 1, 1866. MANAGER.

WHITE WARPS!

From the New Brunswick Cotton Mills, pre-
pared for the Loom—quality warranted.
Also a Lot of those superior White Warps,
from the
ROYAL RIVER MANUFACTURING CO'S MILLS,
No. 8, 9, 10.
Just received at the Albion House, and offered
for sale at lowest market rates.
JOHN S. MAGEE.

GREY, BLUE AND YELLOW.

Just received two Bales of
BLUE, GREY, SCARLET, YELLOW FLANNELS,
at the Albion House, good value will be sold
cheap to make room for further importation.
JOHN S. MAGEE.

White and UNBLEACHED COTTONS. I am now
offering superior articles in White and Unbleach-
ed Cottons, at low rates.
JOHN S. MAGEE.

Skeleton Skirts.

Grey Skeleton Skirts, 20 springs, at the Albion
House for One Dollar.
JOHN S. MAGEE.

Selling Off! Selling Off!

At British House.

Thirty Days Sale!

THE Subscribers now offer for sale their large
and well assorted stock of Dry Goods. The
stock consists in part of the following—viz:
Broad Cloths, black and colored Dressings,
Cascoes, Tweeds, Cloakings, Russel Cordis,
Hempstons, French DeLaines, Merinos, Tweeds,
Poplins, Coburgs, Harathea, Alexander Cloth,
Jutes, Alpacaes in black and colored and figured,
Prints, white and grey Cottons, Stripes, Tickings,
Oxenburys, Cambrics, Selvies, Towellings, &c.
Paisley, Barege and Woolen Shirts, Parasols,
Unbrillies, Corsets, Hoop Skirts and Shirtings,
Hosiery in Cotton, Wollen and Silk, Gloves,
Shirts, Collars, Neck Ties, Bracons, Pocket
Handkerchiefs in Cotton Linen and Silk, Merino,
Woolen and Cotton Undershirts and pants, Cloth
and Jamack Table Covers, Scotch and Hemp
Carpetings, Blankets, flannels in grey, scarlet,
blue and fancy checks, Cotton Warps.

Also a large assortment of Ready made Cloth-
ing, Boots and Shoes.
The above stock is sold without reserve as the
subscribers are determined to close their Dry
Goods business in St. Andrews.
D. BRADLEY & SON.
St. Andrews, Sept. 6, 1866.

2,000 Gallons ALBERTINE OIL.

Just received from the manufactory at Saint
John, and will be sold wholesale or retail at the
lowest rates, by the Subscriber. Please enquire
for yourselves, before purchasing elsewhere.
JOHN BALSON,
Kennedy's Arcade, Water St.
St. Andrews, Aug. 20, 1866.

Sugar & Molasses.

Ex "Loyalist" from Barbadoes via St. John.
17 Hhls. Choice
3 do Barbadoes Sugar,
18 Hhls. do do Molasses.
June 27, 1866. J. W. STREET.

SEWING MACHINES.

WHAT EVERY FAMILY SHOULD HAVE.
One of the Original WHEEL Sewing Machines.
These celebrated Machines are now on sale at the Subscriber's,
where the public are invited to examine and test for themselves.
JAMES STODD,
Agent
Market Square, June 1866.

SUGAR AND MOLASSES.

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

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 6th day of June, 1864:—

ALL that title, interest, claim and de-
mand, whatsoever, of the NEW BRUN-
SWICK AND CANADA RAILWAY AND
LAND COMPANY, LIMITED, of, 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-
ern side of the railway and in the northerly
angle of block number six, granted to the Saint
Andrews and Quebec Railroad Company, in the
parish of Saint James, thence running by the
margin of the year 1858 survey, 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 north-
ern 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;

