books; but they convey some notion of the extent of the business now done at this port.

An important export from Carleton is that of Cattle and Sheep for the United States markets. Large numbers of cattle and immense flocks of sheep and lambs, are collected by drovers who pass through the County, from farm to farm. These are now driven over the Road to Bangor, and thence forward to the Brighton and other markets. Sheep in droves of from one to five hundred pass through Woodstock during the summer. This trade has existed for many years, and is on the increase. In 1863 probably some 7,000 sheep were thus exported; notwithstanding this great and regular annual exportation such has been the production that while the increase of sheep in the whole Province, from 1851 to 1861, was about 27 per centum, the increase in Carleton was over 36 per centum. Were there a communication the whole distance by Railway, the whole of these sheep and cattle would be sent thus to market; and their freight would form an important item in the receipts of a Railway. Put the rate from Woodstock to St. Stephen at 25 cents each; and the 7000 sheep would produce annually for the Road \$1750. Cheapness and facility of transport would increase the business; and with the proposed Railway extension the export would be doubled in a few years.

We have entered at some length upon the various productions and resources of Carleton County in order to show what business we could immediately furnish to a Railway; what increase in that business we might reasonably expect. We desired also to place Carleton County before the public in a light somewhat more consistent with her actual importance than that in which she is generally viewed. In other portions of the Province, more particularly in the commercial metropolis, no adequate notion of what Carleton is, and of what she is capable, exists. True she has a high reputation as an agricultural district, and her people are favorably known for their intelligence and enterprise; but that reputation is rather a shadowy one; and if people abroad were asked to give facts and figures to substantiate the popular opinion concerning us, they would probably be puzzled to do so of-hand. Many of the facts and figures which are given in this Report may be found in official and other documents; but these are little studied. And it must be recollected that Carleton cannot be fairly judged by her present actual production, magnificent proportionately as that is. What she now does is but a trifle to what she can do under favorable circumstances. As we have already stated, the inland position which she occupies, and the consequent difficulty and expense of reaching markets, have been a fearful clog to her advance; not only keeping down production in the branches of industry already opened, but preventing most effectively the opening of others which might be made equally remunerative. With proper facilities of Railways and Bridges, not only would her present production be probably quadrupled in ten years; but numerous new openings would be made for industry; and her production would increase in kind not less than in quantity. Whatever she has as yet been enabled to accomplish, has been accomplished in spite of difficulties and drawbacks the most disheartening. Everything has been against her except the richness of her resources and the enterprise of her people. For more than half the year she has been shut in from the outside world; what her people produced for sale could be got to market but for a brief time in the year, and that time the very one at which their attention was most required to their work at home. During the remainder of the season, her farmers could dispose of their produce only by hawking around the streets of a few villages and hamlets. With beef at three or four cents a pound, and oats at twenty-five to thirty cents a bushel,—as has often been the case,—the agriculturist has little incitement to the expenditure of skill and capital upon his soil. But open to them the markets of the Province, the United States and the West Indies, and the effect upon production, both in kind, and quantity, would be marvellous. Our fields and mines and forests have but to be called upon in order to make a response in production that would build up the county at Railway speed.

It is not so much higher prices that our farmers need as a regular, ready and always open cash market. This has been the chief want-and the great and crying necessity. That want has chilled our energies-has dampened enterprise-has checked production. Give us an opening !is our cry; in some direction; in any direction. If our own sea ports will not aid us in finding an opening for our surplus production and for our trade, we must search for it elsewhere. If we cannot have it by way of St. John, we will be driven to look for it by way of Bangor. Carleton desires the prosperity of St. John, and of every portion of the Province; the people of Carleton would prefer to have such a Railway communication as would enable them to make St. John their medium of communication with the world, because while their own ends would be accomplished they would assist in building up our own Province, rather than the cities of a foreign State. But our people cannot but feel, and do keenly feel; that very little has ever been done to supply our great want; that five millions of dollars have been spent to build a Railway coast wise from St. John to Shediac, to the disadvantage of our agriculturists; while upon our only highway to the sea, the St. John River, we have been grudged the few thousand pounds that have been expended. That Carleton and Victoria, with their immense resources, and their great productions, could do more towards building up St. John than three or four coast Railways we fully believe. Last year the Province imported to the value of nine hundred thousand dollars of agricultural pro-With proper Railway communication Carleton and Victoria could from their surplus supply this want, and that at a cheaper rate than St. John now buys. And it must be recollected that while Nova Scotia and Prince Edward Island, whence a large proportion of these exports come, take mainly in exchange money, Carleton and Victoria, dealing with St. John, would expend in that City almost the whole of the amount received for their farm stuffs sold there. We should supply the St. John markets at lower prices than those which at present rule there; and we should leave in St. John the very money with which we were paid. We should supply her with lumber for her shipbuilding and manuufactures at lower rates than she could otherwise obtain it; and we should give to her merchants and manufacturers the supplying of our greatly increased wants. In every way they would gain.

Let not the people of St. John delude themselves with the flattering idea that the St. John River secures to them under any circumstances the trade of Carleton and Victoria. The River serves us for five months out of the year passably well; for the other seven or eight it is either partially or entirely useless. That this state of things can last let these believe who will; the people of Carleton do not. A gradual fermentation of public opinion has been going on; if an outlet cannot be found in the direction which they might wish, they will accept it in any other direction which offers. Already their eyes are directed westward. The St. Andrews line is doing service, notwithstanding the unfortunate location of the Station at its upper terminus. Already no inconsiderable portion of the trade of Carleton and Victoria have been directed, through means of this Road, from our commercial metropolis .-Almost all of the goods sent in bond to Woodstock came by way of St. John; of the \$147,000 imports of this port for 1863 over \$131,000 came from United States over the St. Andrews Railway If the merchants of our own seaports underate the importance of our trade, the shrewd and enterprising men of the State of Maine understand well its value, look to it with longing eyes, and are feeling after, and handling it with the tenacious grasp of the "Down East" Yankee. They bring over New England waggons and sleighs, and fill our County with them in exchange for cattle and sheep, and sheep skins. They send agents who sweep our butter off by wholesale for their own markets. They evidently desire the benefit of our trade; and instead of following the plan of some that we can name, of sitting at home with folded hands expecting it to come, they are sending out their emissaries in every direction. Should the long projected Bangor and Aroostook Railway be carried out, and an extension be made to tap the St. John River at Woodstock, as is proposed, our trade would as surely flow through the outlet thus made as does the water down the valley of the St. John.

Still another point is worthy of consideration. The people of St. John wish Railway communication with the United States. They desire it both for the purpose of the additional business which it may bring their city, and as an extension which will make the Shediac Road more profitable, or less of a dead loss. To have the western extension a profitable work is therefore a matter of the utmost importance. Should the western extension be built it would be found that the few miles of the branch from the St. Andrews line in to tap the St. John River at Woodstock would be the best paying portion of the whole line. Comnt authorities have calculated that after paying expenses it would

give a dividend of eight to ten per cent. per annum upon the amount necessary to build it. The additional business which it would furnish to the main lines might make all the difference between a paying and a non-paying Road. At all events, to divert to it from the St. John River such portion of the Woodstock freight as would naturally take the Railway were it extended to the St. John at Woodstock, would swell the receipts of the Road, and in a few years make it a paying and not a losing speculation, how clearly, if this will be the effect it is the interest of St. John to support the Woodstock branch. It is not a question between River and Railway. The River will remain where it is if the Railway be built not less than if no Railway ever joined Woodstock and St. John. What does it matter to St. John whether its goods be carried up the country by River or Railway, except that in sending them by Railway they may furnish it with such an amount of freight as will justify the undertaking of its construction?

Your Committee, before closing this Report desire to add a few words on the Woodstock branch. They have already endeavored to show that in order to complete the extension scheme that branch must be built. It should be built in order to draw the traffic not only of Carleton, which centres at Woodstock, but of the whole valley of the St. John River, above Woodstock. So long as there is no Railway communication further up the St. John will be used to carry the freight and passengers of the upper county down to and up from the Railway. But to effect this the Railway must touch the River. And Woodstock is the point at which it would naturally tap the St. John, for the reasons which we have already given. But our town is not only the point at which the trade of the county concentrates, and at which the trade of the upper districts would concentre, in order to reach the Railway; but Woodstock is the point at which in a few years a Bridge must be built to accommodate the much neglected Eastern side, and to develope its resources and promote its settlement. Further, Woodstock is not the centre of our county alone; a large portion of York County lies in such a position as to be most accessible through our Town. The boundary line of York is but seven or eight miles from Woodstock, while it is some forty from Fredericton. If you draw a line through the county of York at every point equi-distant from the capital and our own Town, you will find that from one-third to one-half of the unsettled lands in York are nearer us than they are to Fredericton. Woodstock is as naturally the market and the centre of business for this portion of York as it is of any part of the County of Carleton itself.

The cost of this branch, say from DeBeck's Mill to the Town, would not be greater per mile than that of the extension westward from St. John. The distance is variously estimated at 7, $7\frac{1}{2}$ and 8 miles.— Taking the latter estimate, at £8,000 per mile, it would add to the cost of the whole work \$256,000. It would pay probably as well as any portion of the proposed extension of the same length, and much better than the average of the whole line. We will only add that to get goods carried between Woodstock and the present station of the St. Andrews Railway on the Houlton Road, seven miles, costs on an average half as much as the freight of them over the eighty-eight miles between that station and St. Andrews. We leave it to the public to infer from this fact the inconvenience and annoyance and expence which are entailed upon the community; and to decide whether this fact of itself does not furnish a sufficient justification for the people of Carleton making the building of these seven or eight miles an indispensible part of the

In submitting this Report your committee must express their regret that the circumstances did not admit of the expenditure of more time in obtaining information respecting the resources and condition of the County required by the Athenæum. The facts and figures of which the Report is mainly composed had to be hastily collected from a vast variety of sources; and from the necessary haste with which the work has been done, your committee has not been able to make it as elaborate, reliable and satisfactory, as they could have desired. Your committee suggest that though it be now necessary to put it in print in its present form, in order to aid in the accomplishment of a certain purpose, yet to obtain and publish the fullest and most reliable information possible respecting our County is a matter not of temporary but of permanent interest. This Report might be taken as the basis of more searching and extended researches; and the Athenæum taking a sufficiency of time for the purpose, and applying to the task the varied information and experience, and the energy and application of its various members, might produce such a full and reliable account of the condition, resources, trade and prospects of Carleton, as would place it before the world in the position to which by the richness of its natural resources, the developement of its industry, and the intelligence and enterprise of its people, it is justly entitled. Such a work would be of immense benefit to the County, and would worthily employ the labors of our young but spirited assosiation.

Respectfully submitted. JAMES EDGAR. Chairman of Committee.

WOODSTOCK, January 18th, 1864.

Se co 1, ith is of

Blanks of all kinds for sale at the SENTINEL OFFICE.

Tiotels.

BARKER HOUSE,

Queen Street, Fredericton, N. B. H. FAIRWEATHER, PROPRIETOR.

THE Subscriber, thankful for the patronage hither received, wishes to give notice that he still

CONTINUES TO KEEP THE BARKER HOUSE,

The success of which since it was opened, is a sufficient guarantee of its merits. Extensive Livery Stables in connection with the

BRAYLEY HOUSE, QUEEN STREET, FREDERICTON, N. B.

Fredericton, May 14, 1863-1y

Fredericton, May 21.

st john, aug 12, 3m.

JOHN Q. ADAMS, Proprietor.

THE above HOUSE has undergone thorough repairs, and has been painted throughout and has also been efitted with new and modern style furniture.

WAVERLY HOUSE,

73 KING STREET, ST. JOHN. The WAVERLY HOUSE is situated in the most central as well as most healthy part of the city; is furnished with all the modern im-The WAVERLY HOUSE is situated in provements and conveniences, and affords every advantage o transient as well as permanent Boarders. It has for many years enjoyed the reputation of a first class Hotel. The present Proprietor, who has been connected with the establishment for several years, trusts that a share of the extensive patronage bestowed upon it during the lifetime of the late Joseph Scammell, Esq., may be extended to t under his management.

Attached to the Waverly is a commodious STABLE and careful Hostler always in attendance. Coaches on call at all hours, for conveyance to Steamer, Railway Station, &c.
JOHN GUTHRIE, PROPRIETOR.

WILLIAM R. NEWCOMB. STAGE HOUSE --- TOBIQUE.

CENTRAL HOUSE, HOULTON, MAINE. JAMES MARTIN, --- Proprietor.

THE above house, centrally located on Main THE above house, centrally located on Main street, has recently been fitted up for the accommodation of the travelling public. Strangers Hives, and others visiting this section, either on business or pleasure, will find good accommodations at this House. A stable is attached, and a faithful hostler always in ttendance. Stages leave here for all the principal routes aug. 12. tf.

AMERICAN HOUSE, Re-Opened.

THE Subscriber has taken the above well-known House, situate in King-Street, and is now prepared to accommodate Transient or Permanent Boarders in a style fully equal to any Establishment in the city. A share of public patronage is solicited. Stabling accommodation. St. John, N. B. April 1860.

RENFREW HOUSE. WOODSTOCK, N. B.



THE Subscriber having leased that I new and comodious HOTEL

erected by W. T. Baird, Esq., would inform his friends and the traveling public in general that it is now open for all who will favour him with a call, and hopes, by strictly attending to the wants of his patrons he will merit the continuance of the patronage heretofore so liberally bestowed upon him.

THOS W. SMITH. A Commodious yard and stable, and

a good Hostler in attendance.

CARD OF THANKS. him since his commencement of business in this city, be sold LOW to meet the times. would inform his friends and the public generally, that he has removed his HOTEL to the New Brick House in Regent Street, to be known as the VICTORIA HOUSE

Permanent and Transient Boarders will be accommodated on the most reasonable terms. Good Stabling and an obliging Hostler always in atten-MANZER ATHERTON.

where he respectfully solicits a continuance of their pat-

Fredericton, May 6

BARNUM'S

NEW EATING HOUSE, CODMAN BLOCK,

TEMPLE STREET, PORTLAND, Me. Meals at all hours. Suppers and Collations furnished to Military and Fire Companies at short notice. Portland, Me., Aug 1, '63

Clothing Warehouse

33 KING STREET, ST. JOHN. JOHN ANDERSON, Proprietor.

TAS ready for sale a large and varied assortment ef Fall and Winter Overcoats, cut and made up in the Latest Styles, by superior Workmen, made from Cloths of this Fall's importation, direct from the Manufacturers, all of the latest fabrics, namely—Beavers, Pilots, Whitneys, Black Nap, Lambskins, Petershams, Royal Devons, &c. In PANTS will be found a well assorted Stock in all In VESTS a stock that can't be excelled for style, finish

In UNDER COATS will be found a varied assortment well suited for the present and coming season. In REEFING JACKETS will be found a superior quaity, made from Beaver, Pilot and Cloths of different descriptions. Some of the Newfoundland Pilot Cloth, which will be warranted almost waterproof, and will hold the In KOSSUTH HATS will be found the best assortment

n the City In CAPS will be found a good assortment of Fall and Winter Caps, made up in the latest Canadian styles. In RUBBER GOODS will be found a good article of Overcoat, &c.

In GENTS' FURNISHING GOODS will be found Lambswool Under Shirts and Drawers, Dress and Fancy Shirts, Plain and Fancy Flannel Shirts, Collars, Ties, Handkerchiefs, Scarfs, Gloves, Braces, Hosiery, &c. Persons desirous of having their Clothing made to order can select from a superior Stock of Cloths, and have the same made up in style and workmanship second to no establishment in this City, at the very lowest prices. Remember-Clothing Warehouse, 33 King Street, St.

JOHN ANDERSON, Oct. 26. Proprietor.

House to Let Dwelling House, Barn, and Garden, near

A the Court House, the property of the late The House is large and well adapted for a Boarding House or Academy, and will be let for a term of years, if required. Rent very Low. The Barn and Kitchen will be repaired, and 21 acres of tillage or pasturage land will be let with the House, if required. Apply to James Robertson, Watchmaker, opposite the Blanchard House. Woodstock, July 29-tf.

MRS. W. Q. SHAW

WOULD return her sincere thanks to the in-habitants of Woodstock, and the public generally, for the liberal patronage bestowed on her during the past season, and would most respectfully English Broad Cloths, Cassimeres and She has lately received a well assorted stock of

MILLINERY and FANCY GOODS snitable for the season. Also, an assortment of

Groceries and Dry Goods.

She has on hand a large stock of BONNETS, HATS, Head Dresses, &c., of the latest styles, which she will dispose of at a very low figure. BONNET TRIMMING, &c., attended to with possum, Sable, Stone Martin, MINK, &c., &c. neatness and despatch. Country Produce taken in exchange for Goods.

Mark the place-Main Street, opposite the Sentinel MRS. W. Q. SHAW.

Woodstock, Dec. 4, '63-1y.

LIVERPOOL & LONDON Fire and Life Insurance Company.

Capital £2,000,000 stg. Paid up, £1,311,905 7s. 5d. Sterling. Fire Premiums increased in 1861.....\$1,800,650 00 Fire Losses paid in 1861, 1,246,565 00 Life Premiums received in 1861..... 679,870 00 Fire Losses paid at this Agency since 1861. 328,195 12 The Shareholders of this Company are personally responsible for all its engagements.

JOHN C. WINSLOW, Agent for Woodstock and Carleton County. Woodstock, Nov. 20, 1863

London and Lancashire FIRE INSURANCE AGENCY. Capital £1,000,000 Stg.

Chief Offices,-73 & 74 King William Street, London. Brown's Buildings, Exchange, Liverpool. New Brunswick Branch Office-Wiggins' Building, Prince William Street, St. John.

scription of Property. Claims settled with promptness JUNE next, between the hours of Twelve, noon, and Bonuses given to holders of Policies at stated intervals.

All the right, title, interest, property, claim and demand which William Edgar had on the First day of May,

ALEX. BALLOCH, General Agent for New Brunswick. JAMES GROVER,

Sub-Agent, Woodstock.

New Brunswick & Canada Railway WINTER ARRANGEMENT. A PASSENGER and Freight Train will leave St. An-

drews for Woodstock Station every

HENRY OSBURN, Manager.

GRAHAM'S Comfortable Extras Furnished at the shortest no[39] PAIN ERADICATOR

AND MAGNETIC OIL. The best remedy in use for the following complaints: Spinal Complaints, Neuralgia, Felon or Whitlow, Broken Breasts. Erysipelas, Salt Rheum, Bruises, Sprains, Scalds, Frost Bites. Diptheria, Influenza, Asthma or Phthsic, Coughs, Pain in the Chest or Back.

Earache, It quickly and effectually reduces INFLAMATION and eradicates PAIN and HUMOR. It is equally efficacious on Horses and Cattle. PREPARED BY THOMAS GRAHAM.

CANNING, CORNWALLIS, N. S.

Agent in Woodstock, J. H. JACQUES.

Cheaper-Cheaper-Cheapest

PRICE 25 cents. Sold by Druggists generally.

In Store, and for Sale Low.

THE Subscriber has now on hand and offers for of the law. sale at the VERY LOWEST CASH PRICES, the following, all of which are warranted the very best of their kind, viz-

-In Bond or Duty paid-2 casks HOLLAND GIN: 1 hhd Old Jamaica Rum; 2 do Molasses ALCOHOL, fine flavor; 2 do Hennesy's BRANDY, dark and pale. 1 cask IRISH Whiskey; 1 do SCOTCH do.; 1 do Old Bourbon; 1 do Port, 1 ao Sherry Wine; 12 cases Dark Pale Brandy;

12 do Irish WHISKEY; 12 do Scotch Do.; 6 do Old Tom G1N; 6 . do Sherry Wine; 6 do Old Port; 6 barrels London Stout, quarts; 6 do Dublin do

6 do Alsop's Pale Ale, quarts; 6 cases Marseilles and Muscatelle; With a large lot of Confectionary, Molasses, Crushed and Brown Sugar; TEA; Tobacco; Soap; Candles; Rice; NOTICE OF REMOVAL.-Victoria House. - The Pearl Barley; Mustard; Pepper; Ginger; Alspice; Pilot subscriber, thankful for the patronage bestowed upon Bread, Grot Bread; Soda Buiscuit, &c., all of which will

Woodstock Sept 18, tf. King Street.

HARDWARE.

TONS Refined IRON, assorted, flat, square; & round 25 Bars AXE STEEL; 150 lbs BLISTER STEEL Boy's Axes; hickory Handles; round and square, long and short handled Shovels; Boring Machines; SAND RIDDLES; Hair Sieves; hand, wood and panel SAWS Augurs; Brace and Bitts; Broad Axes; Adzes; Sleigh Bells; steel and iron Squares; large and small plate Hinges; Tacks; Chain Bolts; Bottom Bolts; Wrenches; Table Butts; Fast

Burts; Screws; Bed and Table Castors; Drawer Pulls; Mortice Locks; Window Springs; drawer and chest Locks;

500 ft. Waterproof Safety Fuse. bronzed fire iron Stands.

finishing Nails, Draw Knives, Grindstones, Crank Rollers, Cattle Ties, brick and plaster Trowels, Firmer and Framing Chisels, Pearl white Knobs, Plough, Match, Filister, Bead, and Sash PLANES, Hammers; Store Door Locks and Latches; 30 packages Carriage BOLTS-assorted sizes; Brass Knobs and Hooks; Hooks and Staples; Scratch AWLS; LEVELS; Bronze Brackets; measusuring Tapes, 40 feet, with a number

of other articles in the HARDWARE LINE. FAIRBANK'S Platform and Counter SCALES-at Boston prices, freight and duty added.

J. T. ALLAN. Woodstock, Dec 18-3m.

FASHIONS. Fall and Winter Goods.

THE undersigned has just received his STOCK of FALL and WINTER GOODS, which he is prepared to make up in the latest fashion, and in a superior manner for those who may favor him with their patronage. His stock consists of Broad, Beaver, Whitney and Pilot Cloths, Black and Fancy Doeskins,

Tweeds, &c., &c. TRIMMINGS TO MATCH. He has also on hand a good supply of CAPS, a supe-

rior article, of his own manufacture.

CAPS MADE TO ORDER. ALSO .- Gentlemen's Furnishing Goods, in Shirts, Collars, Neck Ties, Handkerchiefs, Braces, Gloves, &c, All of the above he offers to customers, at a fair rate, for Cash or Country Produce. JAMES A. McINNIS, Woodstock, Nov 20.

Scientific Tailor.

LATEST ARRIVALS, Per Steam and Rail.

THE Undersigned has received his usual large supply of SEASONABLE GOODS, Among the various articles, he would call particular at-

tention to his splendid assortment of Doeskins.

FANCY AND COMMON FLANNELS. Ladies' and Gents' Felt Bootees, A new and excellent article.

SLEIGH ROBES—the latest thing out. LADIES' FURS consisting of VICTORINES, Boas, Collars, Tippets, Cuffs, -in Fitch, Mock Fitch, Op-LADIES' and GENTS' Caps and Gloves, Gents'

Skin Over boots, an excellent article Those, together with a full assortment of GROCERIES will be disposed of LOW for READY PAY. G. W. VANWART. Woodstock, Nov 20, 1863.

SHERIFF'S SALE.

WILL be sold at Public Auction on Monday the twenty-seventh day of April next, between the hours of 12, and 5 o'clock in the afternoon, in front of the Sheriff's Office, in the Town of Woodstock, all the right, title, interest, property, claim and demand whatsoever, which the late Ralph Ketchum had on the 27th lay of October, 1856, in and to all that farm or tract of land, with the Buildings and improvements thereon situated in the Parish of Woodstock and County of Carleton. Known as part of Lot No. 45 in the Grant to Samuel Mc-Keen, and others bounded on the northerly side, in part of lands belonging to the late James Ketchum, and in part by lands owned by W. H. Carman, on the South by lands owned by Charles Emery and Charles Marven, on the East by lands of the York and Carleton Mining Company, and on the West by land occupied by the Heirs of the late Jeremiah M. Connell, containing by estimation 300 acres more or less. The same having been seized and taken under and by virtue of an execution issued out of the Supreme Court against the said Ralph Ketchum at the suit of the President Directors and Company of the Central

Bank of New Brunswick. F. R. J. DIBBLEE, Sheriff. Sheriff's Office, Woodstock, Oct. 16th, 1863. 6mos.

Sheriff's Sale.

Insurances against Loss by Fire effected upon every de
TO BE SOLD by public Auction, at the Sheriff's office in Woodstock, on SATURDAY, the Eleventh day of

1861, of in and to that certain Tract of Land. situated and lying in the Parish of Wakefield, County of Carleton, and described as follows:-Beginning at the south west angle 32 of a tract of land granted to William Taylor and others, thence south fifty-six degrees, west by the magnet forty. eight chains, thence easterly in a line parallel to the northly line of Mark Necdham's grant to the Second Tier road, (so called) thence along the said road in a southerly direction to the land between the first and second Tier of Lots of the Wakefield grant, thence in a northerly direction along the said line to the said William Taylor and others, and by the southerly line thereof to the place of beginning-containing three hundred acres more

Also all the right, title, claim and interest of said William Edgar to all that certain other piece and parcel of land on the first day of May 1861, situated in the Pa-Monday, Wednesday & Friday at 9, a.m., and Woodstock Station for St. Andrews every

Tuesday, Thursday & Saturday at 9, a.m.,

Tuesday, Thursday & Saturday at 9, a.m., of our Lord One Thousand Eight Hundred and Twenty-Two, and containing three hundred and thirty acres more or less, as by reference to the said grant will fully appear. Taken under three executions, issued out of the Supreme Court against the said William Edgar at the suit

of W. R. Melvill and two others. F. R. J. DIBBLEE, Sheriff. Sheriffs office Woodstock. 3rd of December 1863 .. -6m

FOR SALE. THE Subscriber offers for sale the following LOTS of LAND - Lot No. 33, in the Second Range of the Parish of Wicklow, containing 100 acres, 30 or 40 of which are cleared and under cultivation; at present in the occupation of John Finnemore.

Also, lot 7, in Glassville, near the Farley Mills. No. 1 and 9, containing 100 and 126 acres respectively. known as part of the Slason Block in the Forks of the Maduxnakik, about 10 miles from the Town of Woodstock, and easily accessable. The above Land is of excellent quality.

Terms of payment easy, and made known on application Woodstock, Nov. 20 JOHN C. WINSLOW.

Caution to Trespassers.

ALL Persons are hereby cautioned against trespassing upon a tract of Land in the parish of Andover, County Victoria, belonging to Vice-Admiral Coffin, and consisting of Lots 3, 4, 5, 6, 7, 8, in the Second Tier, 8, 9 10, 11, 12, in the Third Tier, and 8, 9, 10, 11, in the 4th Tier, in the Lower Andover Settlement. Any one so found trespassing will be prosecuted to the utmost extent

JOHN C. WINSLOW. Woodstock, Nov. 20, 1863. Barister, &c.

CAUTION. A NY Person found trespassing on LOTS 7 and 8 in the McElroy settlement, Lower Woodstock, known as the Lee land, will be prosecuted forthwith. The above LAND is offered for SALE on reasonable

JOHN C. WINSLOW

Woodstock, dec. 10, '63-tf. BARRISTER. Caution to Trespassers.

A LL Persons are hereby forbid to cut or carry away any wood or lumber from lands known as the York and Carleton Mining Company's, in the Parishes of Northampton, Brighton, and Peel, Carleton County, and now belonging to the Woodstock Charcoal Iron Company. Persons trespassing will be prosecuted.

N. BEST. Woodstock, Nov. 27th, 1863. -3m

BLACKSMITH'S COAL.

135 BBLS best quality Rapid Grand Lake COAL in store at WOODSTOCK, for sale at \$1.25 per barrel. Apply to P. RYAN, Woodstock, or to C. W. WETMORE, Fredericton.

Cold Brook Iron Works. Ware House, No. 9 North Market Wharf, St. John,

New Brunswick. N HAND -- A large stock of Cut Nails of all sizes; Cut Spikes from 4 to 8 inches long; Wrought Ship's Spikes, Railroad Spikes made to order-these Nails and pikes are manufactured of Best Refined Iron. Consumers of Nails and Spikes will find it to their advantage to purchase those manufactured at the "Cold Brook Iron Works," as they are far superior to those mannfactured from English Iron.

St John, May 1, The Morning Telegraph,

Is Published at ST. JOHN, N. B., on Tuesdays, Thursdays and Saturdays at \$2.50 per annum in advance. Half and quarter year subscriptions at a proportionate price.

The Weekly Telegraph, Is Issued every THURSDAY Evening.

Subscription Price, only \$1.00 per annum, in advance. The TELEGRAPH is independent, but not neutral, in politics; furnishes interesting and reliable summaries of European, American and Colonial News, and gives considerable prominence to purely Local matters. Its circulation is daily extending both in City and Country, and even now is scarcely second to that of any New Brunswick Journal.

Persons not at present subscribers, are respectfully equested to send for specimen copies of the Tri-Weekly Office-100 Prince William Street, St. John. May 28-1y

European and North American RAILWAY.

CHANGE OF TRAINS---- 1863.

WINTER ARRANGEMENT. N and after MONDAY, 2ud November next, Trains will run as follows: Leave St. John at 9 a. m., and at 4.30 p. m. Leave Shediac at 10 a. m. Leave Sussex for St. John at 7 a. m.

The AFTERNOON Train will go to Sussex only-all Trains will carry Freight. Until the close of the season the steamer 'Westmorland' will connect at Point Duchene on Wednesdays and Saturdays, to and from Prince Edward's Island and Pictou,

N. S , as will the Quebec steamer every alternate Wednesday as hitherto, to and from Miramichi, Restigouche, Gaspe and Quebec. The stages to and from Buctouche, Richibucto, Miramichi, Bathurst and the North connect daily at Shediac with the morning Trains to and from St. John, as do also

the stages at Moncton to and from Dorchester, Sackville, and Truro, and by Rail with Halifax. R. JARDINE,

Railway Commissioners' Office, St. John, Oct 12, 1863.

Turner's American Express.

THE Subscriber having completed his arrangements cities, now informs the inhabitants of Woodstock and the Upper St. John generally, that his Express, in charge of a special messenger, arrives at and departs from Wood-

Through this medium, business may be done with Boston, Portland, Eastport, Calais, St. Stephen, St. John, Fredericton, and all parts of the United States and Canada; also with Halifax and Windsor, and all parts of Nova Scotia. Goods purchased, money and packages forwarded.

drafts, notes, and bills collected, and all Express business promptly and carefully attended to. Office in Boston No. 8, Court Square. St John No. 76, Prince Wm-st. Woodstock ... G. W. Vanwart's, King-st. Woodstock, June 4.