

were silenced, as a large Confederate force is lying back of the city.

The Guerrilla raids in Kentucky, Missouri and East Tennessee have not been suppressed.

Latest from Chattanooga, Tenn., Confederate infantry crossed river in force.

Confederate cavalry in East Tennessee represented five thousand.

AFFAIRS AT WASHINGTON.

If the New York Herald may be believed, the Washington Cabinet was almost broken up this week by dissensions between Abolitionists and Conservatives.

To-night's despatch says that Secretary Seward has defined his position and will remain in the Cabinet as long as the President wants him although his advice may be overruled.

RECRUITING The last estimates were that only 30,000, or one tenth, of the required number had volunteered and this too under the stimulus of extraordinary large bounties.

From various quarters it is reported that men are leaving the country to avoid conscription; the latest on this subject is brought by the despatch to-night which says:

The British Consuls Office at St. Louis is thronged with persons claiming its protection to exempt them from enrollment in the Militia; several residents attempting this were roughly handled as "sneaks" by the front guard suppressed the outbreak.

EXCHANGE OF PRISONERS. The Confederates think the general exchange of prisoners agreed upon marks a new era in the war, and acknowledges them as belligerents. Federal prisoners exchanged report having received good treatment at Richmond.

LATEST MARKETS. Flour Superfine \$4.95 a \$5. Extra \$5.25 a \$5.40.

Officers Sent to their Regiments

A large number of officers from the Army of the Potomac have been found idling about the city, and have been sent back to the peninsula and made to rejoin their regiment.

Brilliant Achievement of the "Monster" Arkansas.

The "Arkansas" Out-She Runs the Blockade—Grand Stamped—She Cripples the Carondelet—Narrow Escape of the Cincinnati.

Correspondence of the Chicago Tribune.

UNITED STATES GUNBOAT FLOTTILLA, Wednesday, July 15, 1862.

The monotony and ennui which has hung like a pall for the last two weeks over our fleet was most effectually broken yesterday morning, and a rather unpleasant break it was. But to facts: About 3.50 a. m. the gunboats Carondelet and Tyler, and the ram Queen of the West got under way, steamed up the river a short distance, turned and headed up the Yazoo.

Rumors had been rife for several days that the Arkansas was preparing to come out, but a large majority looked it down, and scoffed at the mere idea. It seems, however, that those in authority placed some credence in the report, and consequently the two gunboats and ram were sent to look up matters. Upon entering the river, the Queen shot up ahead of the rest, Carondelet following, while the Tyler brought up the rear.

When they had proceeded about five miles only, they those on the gunboats were startled by the appearance of the Queen coming full speed down the river, with evidently every pound of steam she could make at work on her shaft. She flew by the Carondelet with the words, "The Arkansas is coming" and shortly after, a long, low, mud-colored craft, with a short, thick, black smoke stack in her middle, puffing out huge volumes of black smoke came swiftly around the point, and made for the Carondelet.

The river was too narrow to turn back, even if Capt. Walker had so wished; but the captain is one who knows no such word as "back out," and swinging around broadside, to avoid raking shots, the Carondelet belched forth a whole broadside on to the rapidly-advancing craft. Imagine the consternation produced when the balls were seen to strike and fall harmlessly in the water. "At him again," was the cry, and another broadside was poured into the monster at fifty yards range, but with no more effect than if so many peas had been discharged.

The Arkansas now ran into the Carondelet's starboard quarter with a fearful crash, pouring broadside after broadside into the gunboat, which, passing through the wooden casemates, raked the vessel from stem to stern. The Arkansas showed no intention of leaving her victim, but remaining along her starboard quarter raked her fore and aft with pointed shot. The Carondelet's stern and after division of starboard batteries kept up an incessant fire but the huge solid shot flew off like India rubber balls.

There was no tangible spot to be seen, a very small round hole, just large enough to admit the gun, constituted her ports, and on elevating or depressing, the port-hole moved with the gun. Finding his guns were doing no service, Capt. Walker had his boarders called away, and into the Rebel craft they poured; but not a man or a passage way could be found. The boarders now returned and the guns set to work, but it was so much piper wasted. The Carondelet's stern was now perfectly riddled, all the officers' quarters shot away, and everything literally torn to pieces.

At length a shot cut away the steam-pipe; and the scalding vapor spread to every part of the boat. Many of the men jumped overboard. At this juncture of affairs Capt. Walker led a boarding party on the Rebel's deck but could find no possible way of getting below. The hatchways all secured underneath and the smallest kind of an aperture or hole was nowhere to be found. This discovered, the party returned to give up their boat only when the bottom of the river called for her. The flag, which still floated from her stern, was never to be struck to the Rebels as long as one board floated to hold it up.

What men were left stood by what guns could be brought to bear, and worked them until the Arkansas, thinking she had about finished her victim, pushed along past her and stood for the Tyler, which had stood for the Carondelet through the whole fight. The Tyler discovered her notion, and knowing her thin frame would stand no chance when brought in contact with the enemy's invulnerable sides, headed down the stream, keeping just clear of the Arkansas, and firing her stern battery. This chase was kept up until the mouth of the river was reached, when the Tyler, her boats shot away and badly cut up otherwise, came into view of the whole fleet.

Not a vessel in the whole fleet, from some straggling infantry, had steam enough to move. The Louisiana shore was lined with our transports, ordnance boats, &c., while directly opposite them, three or four abreast, lay Farragut's and Davis' fleet scarcely two of which could fire without pouring their broadsides into some of their own vessels. All eyes were strained to see the cause of the Tyler's commotion. The ram-fleet which lay near the mouth of the Yazoo were scattering in every direction. A moment more and the long-dreaded Arkansas steams into full view, and heads right for the centre of our fleet.

Bang goes a gun at the ordnance boat, Great Western, while one is fired from her port battery at the ram, which are leaving in every direction. She now passes the Richmond, whose splendid battery of nine-inch Dahlgren guns is held quiet by the J. H. Dick-y, which lies just opposite. Bang goes two more guns at the ordnance boat. Passing down, she puts two balls into the Champion, while in the mean time her port battery is busy with Farragut's fleet.

Steadily she pursues her way, nothing daunted, nothing checked. She is now more than half way down. She passes the Hartford, but the noble old flag-ship is situated like the Richmond, for the same broadside which would have hailed on the Arkansas, would have annihilated the splendid hospital-boat Red Rover, with her cargo of human freight. The Onaida hits her with eleven-inch, but her ponderous missile produces no effect. The Wenona and a Wissahicon engage her, but she passes their fire unscathed, unharmed.

Can nothing burst the Rebel monster? A dubious shake of the head is the only response as ball after ball drops from her sides into the water. Steadily but surely she keeps on the way, firing one broadside at the transports, and the other at some vessel on the other side. She has nearly run the gauntlet. One more boat only to dispute her progress, and that the Cincinnati, which, far below the rest of the fleet, is doing picket duty near the point. All eyes are upon her, and a repetition of her Port Pillow experience seems inevitable.

On comes the Arkansas, seemingly like Ateus of old, picking up new strength at every step. She is sure of her prey, and is making right for it. The Cincinnati had no steam sufficient to tackle on her, or even hardly enough to hold her head up a steam. She slipped her cable, however, and headed for the Mississippi shore, drifting down stream all the time, her own motive power being insufficient to stem the current. The Arkansas discovering her intention heads for her, when the gunboat opened a brisk and galling fire on the advancing Rebel at short range, the ruffled Parrots apparently piercing her, the other shots dropping harmlessly off.

The ram fires heavily as she advances, and is rapidly gaining on her opponent. When just as all were expecting a collision, the Arkansas suddenly checks up, heads the other way, fires a parting broadside, and rapidly leaves the Cincinnati behind her. The gunboat had drawn her into too shallow water, which she had no intention of being caught in. The Cincinnati, assisted by the Wenona, kept up an incessant fire until she had rounded the point, and was in the arms of her friends. This unparalleled audacity and boldness elicited unqualified admiration of all.

Such a thing never took place before, and will probably never take place again. In broad day-light, in the teeth of a hundred guns, this craft slowly and deliberately made her way, selecting her own victims, and hurling the glove of defiance at the combined fleet. It is an example of cool, daring courage unexampled, and the name of "Catesby Jones," her commander, will be awarded by all men as deserving a place among the list of those "who know no fear." The fact of her success is undoubtedly owing to the circumstances under which she sought us.

though they had died peacefully in bed. Many of them lie on their backs with their arms stretched wearily, carelessly out, in the attitude of men who have thrown themselves on the ground to rest and have suddenly sunk into slumber. I noticed one man in this attitude very particularly. It was impossible to believe him dead, even when he lifted up his head in a most comfortable position, and the rigidity of the body told that life was not there. The groans of the wounded, that form one of the great sufferings, are mainly a fiction. Where the pain is very acute a low moaning is heard, but in the most cases they lie motionless wrapped up in their own thought, silent in despair. Their only request is water—in this given them, and they sink back to silence or to death. I apprehend that for a bullet wound life must be unconscious; away, the sufferer nor knowing that it is going. Hope is so strongly developed within us that I question whether any one ever really believed himself mortally wounded. To a strong man thus suddenly struck down, it seems impossible he should die, and his spirit floats away into space while he is thinking of the glory that will redound to him from his soars. Many of our wounded have lain upon the field all right, and it is questionable whether ambulances will come to their relief before the middle of the day. I am glad to learn from their lips that they have been kindly treated by the Southern soldiers. Two Germans have just told me how the latter came during the night, covered them over with blankets, brought them water, and in some cases washed their wounds. What I have here witnessed, entirely dispels any faint faith I ever had in what is commonly termed "rebel barbarity." When the news came of Ashby's death, one of our officers cried like a child—he was wounded on some field, and Ashby, he said, came and sat by him all the night through, taking as tender care of him as though he was a brother. I am especially pleased to have learned the truth in this case from the lips of the wounded soldiers themselves, for one of the scout came over the field, saying that he had been over the field, and the wounded told him that the rebels came down and teased them all night long, taking away their canteens and rifling their pockets. These stories are rife on both sides, manufactured by knaves, they are told to fools with the intention of engendering a mutual hate. Of nearly every prisoner taken within the past week, the question has been asked: How about that courier of ours who blew away from the mouth of a cannon? Yesterday a Louisiana Tiger replied to his interrogator: Why, your Northern men are as big fools as the Virginians; we tell such stories as these about you to them, but didn't expect to find you believing them.—New York Times.

cause all the labor is departed to Bourbon, the subjects of his Most Princely Majesty of Lisbon having performed the part of the boy of the Goose with the Golden Egg."

Latest from Newfoundland. By the R. M. S. Osprey, Capt. Gulliford, at Halifax on Saturday last, from St. John's N. P., we have very late advices. We rejoice to hear of the continued success of the cod fishery on the coast of Newfoundland. The local papers say that a bumper fishery and the utmost frugality on the part of the people, are necessary to relieve the Colony from existing embarrassment. The Newfoundland sun-up prospects thus: St. Mary's and Trepassy indifferent; from Cape Race to Cape St. Francis satisfactory; from the North contrary; but on the whole unsatisfactory. The cod seines on the coast have done next to nothing—a fact which will be a balm to the disciples of Isaac Walton. The bait did not generally land along the coast, and the fish, so far, in the vicinity of St. John's were not glutted. The catch of cod had been pretty fair at Bay of Bulls, both seine and hook fishing; but a fortnight's work was still required to make a saving voyage. Caplin had not been plenty this season in that quarter. The St. John's papers are being exercised relative to the Colway line of steamers. The weather throughout the island has been cold and wet, and the growing crops are not promising. Great satisfaction is being expressed in reference to the new supply of water in the town of St. John's. Many public improvements are noticed in the papers, including the organization of a Floral and Horticultural Society, of which Governor Bannerman has consented to become the Patron. A larger number of steamers have been intercepted off Cape Race up to date this season than in any previous year, a fact which can only be accounted for by the absence of log.

Among the passengers for Halifax, of the Asia from Liverpool, were the Archbishop of Halifax, the Bishop of Charlottetown, and the Very Rev. Dr. Geary, of Dartmouth. Pope Pius IX., has conferred on Sir E. P. Taché, member of the Legislative Council of Canada, the distinction of Commander of the Order of St. Gregory the Great. Thirty-three emigrant passengers arrived here in the ship Elizabeth from Londonderry. The Lockniver which arrived at this port on Thursday from Havana, has the yellow fever on board. She is at quarantine. THE LUMBER TRADE.—Deals in England have slightly advanced. The cargo of the Metropolis sold for £7 12s. 6d., and the Home, for £7 15s. both from St. John. Birch timber of 16 inch average, sold for 18d. per foot. St. John Deals, 2nd and 3rd quality per Petersburg Standard at 29s.

The papers that some time ago announced the death of Beauregard's wife, now tell us that Beauregard has gone to Columbus, Alabama, to rejoin the lady and to recuperate his health. PASSENGERS IN THE EUROPEA FOR LIVERPOOL. Mr. and Mrs. James DeWolf Spurr and Messrs M. Francis and R. Sheraton, of this city.

LOCAL AND OTHER ITEMS.

The British Fishery Commission. Instead of the Medea, a larger vessel, the Desperate 1038 tons, and 400 horse-power, has been assigned by Vice Admiral Milne, at the request of the Foreign Office, for the service of Mr. Perley, the British Fishery Commissioner, this season.

The Desperate was inspected by the Admiral on Wednesday, when yards were manned, and all the officers appeared in full dress. The inspection was very satisfactory and the Admiral expressed himself highly pleased with everything on board. After the inspection, the Desperate left for the French Island of St. Peter's, having on board the Commissioner and his Secretary, Mr. George H. Perley, with their servants. From St. Peter's the vessel is to proceed to St. John's, Newfoundland, and hence, after surveying a number of rivers on the Atlantic Coast of that Island, will steam to the Northern extreme of Labrador. The return trip will be through the Straits of Belleisle and down the Western Coast of Newfoundland to Cape Ray, it being intended to end the trip so far as Mr. Perley is concerned, at Pictou in September, but there will be an immense amount of work to be done in order to finish before winter begins in those high northern latitudes.—Journal.

EXCURSION WEEK.—St. Andrews to Woodstock and Woodcock to St. John's, united by the iron bands of the New Brunswick and Canada Railway. The celebration of this Union was kept up with great spirit during the past week. Our respected friends of Carleton County, who have patiently waited for many years for a breath of pure sea air—and a bath in its strengthening and exhilarating waters enjoyed the benefit of both last week. On Thursday evening, the streets were filled with visitors from the upper St. John, and from their frequent expressions of gratification we feel satisfied they were pleased with their visit. They admired our streets drives and beautiful scenery, and spoke in the highest terms of the Railway, the Management, the rapid travelling, the courtesy and attention of the employees, and above all the feeling of perfect safety while on the cars—not a single accident occurred from the opening up to the present time, just one fortnight. It affords us pleasure also to learn that new business arrangements have been entered into. A fair share of the upriver trade will now flow into St. Andrews; and the Aroostook people will have all their supplies brought over the Railway. Goods may now be shipped on Monday morning at Boston and arrive at Woodcock and Houlton on Tuesday evening, at least earlier than by any other route. Our harbor will also present a more lively appearance than it has done for many years, as several vessels are being loaded with supplies at the westward for the upper country. We are informed that the Woodstock Iron Company, will, during the present season, get out several thousand tons of iron and send it by the Railway to this Port for shipment to Great Britain, we have heard of other new trades springing up which will give employment to our Railway.

Upwards of three hundred persons from this County and adjoining districts visited Woodcock on Wednesday last, the St. Andrews Volunteers, Capt. Whitlock, with several others having taken the train the day previous. In consequence of the rain at Woodcock on Wednesday morning the parade of the St. Andrews and Woodstock Volunteers, did not take place until the afternoon, when they were inspected by Lieut. Col. Boyd. The excursionists speak in the highest terms of the hospitalities and attentions of the Woodstock people. Our Volunteers were much admired—and they deserve to be, for a better drilled and nobler set of fellows, are not enrolled in the Province. The Western Companies, as the Carleton Volunteers are called, are soldiers in the technical sense of the term.—St. Andrews Standard.

We regret to learn that the financial affairs of our Province are in a critical condition, and that it will require more business talent than has been exhibited by our present rulers for the last 6 or 7 years to put them right.—The Savings Bank debt has reached the enormous amount of £150,000. The credit with the Commercial Bank which was not to exceed £25,000, has attained the respectable sum of £35,000. The earnings of the Railway are falling far short of the expenses, and the receipts of the Treasury are seriously falling off. Verily New Brunswick is advancing in the wrong direction. And should the Savings Bank depositors become alarmed for their money, we envy not our incapable and unscrupulous rulers; and must only hope that ere long all those who have a stake in the Province will arouse themselves and proclaim in unmistakable language their determination to remove from power the men who have

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POSTAGE STAMPS LEGAL TENDER.

The law making postage stamps legal currency was reported from the committee to day, passed by both houses, and was signed within an hour by the President. The Treasury Department is prepared to issue immediately stamps of all denominations, on thick un-gummed paper of larger size than that of the present issue.

A SECESSION CLERGYMAN.—The Provost Marshal of the city of Alexandria, within a few miles of Washington, having waited last Saturday upon the minister of the Baptist Church in that city, and informed him that if he could not pray for the President of the United States, and for the success of the Federal arms, he (the Provost) would be under the disagreeable necessity of shutting up his church and prohibiting his ministrations. The reverend gentleman, nothing daunted, declined to pray for the President, and refused still more emphatically to pray for the success of the Federal arms. Next morning, on going to the church, he found it shut up and the approaches guarded by the military. Several other churches and clergymen both at Alexandria and at Washington are threatened with the same punishment.—American correspondence of The Times.

THE MONITOR.—The famous iron-clad Monitor has not been heard of since her engagement with the Merrimac. It was reported sometime since that she had been captured by Confederates. We learn from a reliable source, that she was so much injured in her last engagement with the Merrimac that she reached Fortress Monroe with great difficulty. Her bones now lie there. So ends the career of a craft which was to sweep the English cruisers from the ocean.—Halifax Journal.

Slavery in Africa.

The American Geographical Society has just received a letter from its fellow-member the great African explorer, Dr. Livingstone, dated River Shire, Jan. 6, 1862. He had just returned from two hundred miles of Lake Nyassa, which he sailed into on the 2d of last September; and this is what he says about civilization in these parts:

"The population on its shores is prodigiously large; all engage in catching fish by nets, hoes, creels, tomies or pishon. Slavery is the only trade they know. An Arab vessel called a dhow had been built on the lake to carry slaves across, and we daily expect a steamer (in part) out from England to be carried past the estuaries, and launched on its waters for a different purpose. The natives had never seen Europeans before, and we had to bear to be stared at to any moment. They were upon the whole civil; no fires were kindled or dyes demanded. We were, however, robbed in the sphere of the slaves' operations; the first time we had suffered loss by thieves in Africa. The people are much less honest where slaving goes on than elsewhere, and there they place but little value on human life. We went up to show a mission (sent out by the Oxford and Cambridge Universities) a healthy locality on the islands south of Mount Zoubu, and in trying to induce a tribe called Ajawa to desist from slave hunting, were attacked with poisoned arrows and guns, and but for recourse to firearms in self-defence would soon have been made food for the vultures; they were the first who have attacked us in Africa, and seemed maddened by continued success in ever forays against their fellow countrymen.

Africa is a continent of the future. It is impossible to recite its capabilities. It is pre-eminently a cotton country, for here the plant is perennial, and requires little of that heart-breaking toil necessary where it is an exotic; no frost endangers the crops, and the best qualities yield largely. Slave hunting is the greatest drawback known—it depletes the country so much that labor becomes dear in proportion to its prevalence. The Portuguese possessions on the Zambesi are valueless, be-

Deaths.

On Saturday afternoon, of Consumption, Isabella Johnston Lowrey, aged 23 years.

At Upper Hampstead, on the 10th inst., Deborah, wife of Mr. Williams Lawson, and daughter of Mr. Ganoe, aged 35 years.

On Saturday, 7th June, at Georgetown, Queen's County, of Diphtheria, Phoebe Amelia aged four months; on the 17th Kate, aged 7 years; on the 18th, Charlotte Mary Frances, aged 9 years, children of Joseph and Anne Ganoe.

On the 9th inst. Mr. William Baxter, Parish of Norton, aged 68 years.

On June 29th, of Typhus Fever, at Savage Station, Richmond, Virginia, Thomas R. Ballard, aged 32 years, eldest son of Mr. John Ballard, of this City.

In Portland, on Friday morning, the 26th inst., Rose Annie, aged one year and five months, daughter of John and Margaret Fitzpatrick.

On Saturday afternoon, of consumption, Isabella Johnston Lowrey, in the twenty-third year of her age.

PIC-NICS!

Pic Nic Foot Balls, Baskets, Tea Services, Fruit Bishes, Cakes Baskets, Drinking Cans, Indispensable.

Prices for all kinds of Games at Pic Nics, at reduced prices, at 43 Prince Wm. street. F. A. COSGRIVE.

Tomatoes, New Apples, etc. RECEIVED ex the Forest City—1 basket Fine TOMATOES; 2 New Apples; 500 Carthage Cocoa NUTS.

In Store—5 half barrels Princes Shad, put up in good order. On sale at the City Grocery third door north of the County Market, 28 Charlotte street. W. H. LESLER.

14th July, 1862. IN STOCK—A lot of Clear Boards: 1, 4, and 2 inch Plank, very large size, best quality and well seasoned. For sale by M. T. BREWER, Third Ward east of Boston Steamboat Landing.

Lawrence's Brick Building. Just received ex Steamer Tom Boston: 15 BOXES ORANGES; 1 bbl. CRABAPPLES. In Store—10 bbls. Crushed SUGAR; 5 bbls. Bright Porto Rico SUGAR, together with a large and varied stock of Groceries, Provisions, Fruits &c., &c., cheap as the cheapest, at 79 Elm Street. LESTER & BROTHER.

Steamboats, etc.

The only days of Low Fare BETWEEN ST. JOHN AND FREDERICTON

THE NEW AND FAST STEAMER "Heather Bell."

HAVING excellent accommodation—being fitted up in superior style expressly for the route between INDIANTOWN and FREDERICTON during the Season, leaving Indiantown Tuesdays, Thursdays and Saturdays, and Fredericton on Mondays, Wednesdays and Fridays, at 9 o'clock, A. M., until further notice.

Fare Fifty Cents. The "HEATHER BELL" connects at Fredericton, when the water permits, with Steamers "Bonnie Doon" and "Tobique" for Woodstock, and the Upper Country, forwarding Freight and Passengers as low as by any other Line.

UPPER Country. Apply to the Captain on Board, to the Agent in Fredericton, Capt. D. Currier, or to LUNT & PICKUP, 79 Canal Street, St. John.

UNION LINE!!

GREAT REDUCTION IN FARES!!! THROUGH ROUTE. BOSTON AND PORTLAND, Fredericton, Woodstock, Tobique AND GRAND FALLS.

STEAMERS of this Line leave INDIANTOWN for FREDERICTON, on Monday, at 12 o'clock, noon; Tuesday, at 9 A. M. and 6 P. M.; Wednesday, at 12 o'clock, noon; Thursday, at 9 A. M. and 6 P. M.; Friday, at 12 o'clock, noon; Saturday, at 9 A. M. and 6 P. M.; and during the height of water connecting with Steamer to Woodstock, Tobique, and Grand Falls.

THE NEW AND FAST Steamer "ANTELOPE," has been put upon the Route in the place of the Steamer "St. John," and the Fare to Fredericton, until further notice, will be by the Steamers "ANTELOPE," and "FOREST QUEEN," ONE DOLLAR!!

and by the Steamer "ANNA AUGUSTA," the fare is still continued at the low rate of FIFTY CENTS.

This Line connects with the Steamers of the International Steamship Company, a steamer of which Line leaves St. John on every Monday and Thursday Morning, at 8 o'clock, for

Portland and Boston. Through Fares between Fredericton, Portland, and Boston, until further notice. PORTLAND (first class) \$4.50 BOSTON, \$5.50

Passengers wishing to take Railway between Portland and Boston, can do so by paying 50 cents extra upon the Boston Steamer.

Through Tickets can be procured at Fredericton of the Agent of the "Union Line," and of the Agents of the International Co. at Boston and Portland, and upon the Steamers of all the connecting Lines from the Clerks. THOS. HATHEWAY, Agent, July 9 40, Dock Street.

INTERNATIONAL STEAMSHIP COMPANY!

Two Trips a Week! On and after the first day of May next, the International Steamship Co. will run their splendid sea-going steamers

New Brunswick and Forest City, as follows:— Steamer "New Brunswick," E. B. Winchester, Master, will leave St. John every THURSDAY Morning, at 8 o'clock, for EASTPORT, PORTLAND and BOSTON.

Steamer "Forest City," Enos Field, Master, will leave St. John every MONDAY Morning, at 8 o'clock for Eastport, Portland and Boston, until further notice. W. ANSLY, AGENT, Office—98, Prince Wm. street.

WINDSOR AND DIGBY!!

Steamer "EMPEROR," LEAVES ON MONDAY and THURSDAY Morning at 8 o'clock. WINDSOR ON TUESDAY and FRIDAY EVENING at high water. The owners of the "Emperor" offer an inducement

To Families and Invalids, and all others who may desire a day of recreation. Persons wishing to visit Digby merely for pleasure, to return same day, will be charged but ONE PASSAGE at high water. Free, which will be good for a day only. THOS. HATHEWAY, Agent, 40 Dock Street.

THE ROYAL MAIL STEAMSHIP "Lady Head,"

W.M. DAVIDSON, COMMANDER WILL until further notice ply between QUEBEC and PICTOU, calling at intermediate ports as usual.

Will leave Shediac for PICTOU on SATURDAY, 24th May; at 6 o'clock, A. M., and every alternate Saturday.

Will leave Shediac for MIRAMICHI, DALHOUSIE, PASPEBIAC, GASPE, and QUEBEC on WEDNESDAY MORNING, the 28th May, at 6 o'clock, A. M., and every alternate Wednesday.

For further information apply to W. J. FRASER & CO., Chatham, May 6 Agents

PUBLIC NOTICE.

M. R. JOHN POLLEY has withdrawn his name from the firm of Lester Brother & Polley, by mutual consent. The business will be carried on under the old style. All claims against the said firm will be settled by LESTER & BROTHER, July 23

Mrs. George Waterbury's

Celebrated Dinner Pills. A sure remedy for Indigestion and all Bilious Complaints. Also, the best medicine made for general use. Five gross of the above justly Celebrated Pills. Just received—on sale at LESTER HOUSE, 68 Charlotte-street, June 30 p