ST. JOHN, N. B., THURSDAY, SEPT. 18th, 1862.

ville.

THE INTERCOLONIAL BAILROAD.

On the 14th Sep., 1853, was inaugurated, by the "turning of the first sod," the European and North American Ralway. It was a great day in St. John-a day of joyous festivity and hopeful promise. A contract had been made with a wealthy and honorable firm, who were to build for us a superior Railroad, uniting New-Brunswick with Maine and Nova-Scotia ; to be splendidly eq ipped, with magnificent Depots and Station-Houses, stone and iron bridges, and a grand suspension bridge across the Falls-the contracts were signed. the honor of the parties pledged, and the whole thing was a " fixed fact." as far as depended upon human ability and honor to make it so. All this was to be accomplished, too, at a very moderate annual charge upon the revenues of the Province, a charge which would, in time, be easily extinguished, by the increased value of the lands through which the Railway passed. We all rejoiced .- there was then no party discord to mar the harmony of our feelings or the oneness of our aims-the great future of New-Branswick was the theme upon every tongue.

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Nine years' have passed away, and what is the result? We have an unfinished road, without a terminus or a connection, with wooden shanties for Depots and Station-Louses, and a heavier grade than we contracted for-the great Suspension Bridge is nowhere -and this fraction, ever, of what we were promised, has been obtained only at a comparatively enormous cost ! We are taxed to the extent of our ability to pay, and the valuable lands which were to have relieved us from all taxation have been swallowed up by speculators. Our great Railway is to-day universally felt to be a disappointment and a burden. too much; almost, to bear. It has increased our tariff to the outside limit, circumscribed our public improvements, and calls for the sacrifice of our educational progress, and for the introduction of a stringent system of retrenchment and economy.

But worse than all this, it has been made the cause of the bitterest political feuds, and a powerful obstruction to the free exercise of the people's control over unscrupulous politicians. It has put a partonige and a power in the hands of the Government of the Country, such as no Tory administration, in their palmiest days, ever dreamed of enjoying. In short, what was designed to be, and might have been, a great blessing to the Province, has been perverted, and is felt to be little short of an absolute curse.

To-day we are called upon to rejoice over a yet greater undertaking. THE INTERCOLO-NIAL RAILWAY is to be built ! The Delegates at Quebec bave agreed to accept the Duke of Newcastle's offer, and our Province is thereby to emerge from isolated nothingness and despondency, and to assume a standing as one of the United North American Colonies .- A link in the chain of communication which is to stretch from Halifax, on the Atlantic, to Lake Superior, and to be continued to the Pacific coast-forming, in time, the grand highway of the Nations !

be admitted that our stand point should be to recover the Ohio and Mississippi. And national-not sectional. And just two considerations are involved in it as a National undertaking. First, its military, and second, its commercial feasibility. As a military defence we believe its importance cannot be over-rated. The present c.vil war in the States ras revealed the great usefulness of Railroads as being one of the most important ai .s which the Confederates have possessed, enabling them to concentrate their troops and bring up reinforcements upon sudden emergencies which completely baffled and defeated the Federals To these Colonies, holding as they do an isolated yet extended position and a sparse population, Railroads are an absolute necessity. Our chief reliance in case of invasion would be the ability to concentrate our forces at any given point of attack, which without Railways would be impossible. In a pecuniary point of view the possession of suitable lines of Railway would, by obviating other extensive and unremunerative means of defence, save a sum which would go far towards the reduction of the interest required for Railway construction. In a military point of view

alone, we believe, the undertaking to be warranted.

The commercial view of the subject presents many difficulties, particularly if local interests are consulted. Taking a broad view of the subject, from our national stand point, we must look to it as a means of developing commercial intercourse among ourselves and drawing travel and traffic from abroad. To what extent it will do this is a question of time and circumstance but it cannot be doubted that it will greatly stimulate both. There is not only danger of our meeting the United States as an enemy in arms but an absolute certainty of finding them encased with a hostile tariff which will exclude us from their markets with many of our natural products and all our manufactures. We must, of necessity, seek other customers, and none present themselves to us of so much importance as our fellow colonists. The same isolated but extended position which requires a Railroad connection for defence requires it also for trade, and without it we have no sufficient outlet to warrant those manufactures to which these Provinces are so well adapted and on which their future prosperity mainly depends.

As a link in the great chain of Rail ways which is ultimately the stretch across this continent uniting the Atlantic and the Pacific Oceans and bringing the trade of Europe and the East by its shortest and most expeditious route, the importance of the INTERCOLONIAL RAILROAD to these colonies cannot possibly, be overrated and no effort or sacrafice of which we are capable should be spared to its accomplishment.

In looking at this great question it will tions, and send mailed iron boats and rains | Gen. Morgan's Federal force in fine spirite: the rebel ken may extend yet further. If from the river to the lake the line of rebel troops be drawn impenetrably, they may calculate upon opening negotiations with the Northwest, with a view to a union of the latter with the States of the Lower Mississippi, in preference to its present

connection with the East." The Confederate armies are equally successiul in the South and West .- Such is the progress and prospects of the South.

The North seems paralysed. Notwithstanding the great bounties offered the vounteers have not responded sufficiently to fill up the first 300,000. The draft has commenced and in some of the towns has been resisted and broken up. Will the North rally to the rescue if its capital and Government and with one mighty effort drive back the invading cohorts of the South, or will they supinely suffer themselves to be subjugated and make peace at the dictation of the "Rebels"? This is a question which will probably be decided in a very short time but which seems in the balance, at present to weigh against the North.

LATER.

Turner's and Hanford's Expresses have out us in possession of Boston papers of Monday. They are jubilent over the victory of Sunday in Maryland, but with a carefulness which does them little credit, say nothing about the cause of the Confederate disaster which we find foreshadowed in the New York "World," of Friday. The New York World says-"the oc currences of the last three days have ma terially altered the aspects of the military situation. Without a battle or even a kirmish having been fought, the tide seems to have turned in our favor, and unless there is gross mismanagement somewhere all ought to go well from this time forth.

The heavy rain of the last two days eems like a special providence in our favor. The Potomac is no longer fordable, and the rebel armies in Maryland and Virginia are temporily cut off from each other. It would certainly seem that now is our opportunity. If we can depend upon our men. the fatal blow to the rebellion may be struck at once by the utter destruction of the Confederate army in Maryland. Previous to this rain it would have been extremely hazardous for Gen. Me-Clellan to have advanced beyond the Mor.ocacy, as his left flank would have been exposed to a terrible onslaught from the rebel army botween Leesburg and Dranes ville, on the south bank of the Potomac. It is no longer a secret that Gen. McClellan's late movement toward Frederick was merely intended to cover Washington and Baltimore, not to attack the enemy on his own ground. It would have been folly to have brought on a battle when our veteran Enemy in front but not in rear: Indians mide two desperate assults on Fort Ridgely and were repulsed. Trouble imminent with Chippewas.

A Washington despatch reports that Longstreet surrendered yesterday with 5,. 000 men, and Generals Couch and Sykes intercepted the enemy falling back on Ha gerstown from before Burnside. Cavairy force cut through Confederates surrounding General White at Harper's Ferry bringing report that Federals could hold out there if succored by yesterday noon. They captured Longstreet's ammunition train mostly taken from Pope at Centre-

A despatch at Greencestle, Pa., says McClellan routed Longstreet and Hill on Sunday with great slaughter, Confederates flying in every direction to get out of Maryland. It is rumored at Hagerstown that an

other battle is going on this morning between Sharpsburg and Middleburg. It is supposed that McClellan is disputing the passage of the River.

Confederates have advanced again to wards Cincinatti, seeming disposed to occupy old camping ground.

It appears, however, from the latest tel egram received this afternoon, that while McClellan was pursuing the Confederate forces towards Harper's Ferry, "Stonewall" Jackson was there, in possession, having captured that important position, and with it six thousand prisoners, besides undoubtedly, a large amount of valuable material of war; so that 'the fortunes of the conflict, thus far, may be fairly considered as equal. It may be that the struggle will have only at this point fairly begun, and it remains to be seen who will come off master of "the situation." We think our Federal friends began to crow before they were out of the woods.

The following is the latest despatch :-Federal force six thousand under Col. Miles at Harper's Ferry, surrendered to Gens. Jackson and Loring on Monday morning, after three day's vigorous resistance. Col. Miles was killed. Whole force paroled and arrived at Frederick. Gen. Franklin was within three hour's march at time of capitulation.

Canfederates do not intend holding the place.

McClellan on Monday pursued retreating Confederate army with destructive rigor, routing them from point to point, securing greater results than in Sunday's battles. He had sent to rear 8,000 prisoners, and 4 batteries.

Clayton's South Carolina Brigade annihilated. Howell Cobb was wounded and taken

prisoner:

Fighting resumed at Mumfordsville Ky., vesterday.

A portion of Buell's army arrived and

count of the reco	ent publishes the sipts on the Raily t, &c. :	i lowing no-
Passengers,	Aug. '62. \$6,129.14	Aug. 461. \$8,732.10

5 134. .. Freight, 3,711.52 Mails and Sundries. 1,162.47 477.74

Totals. \$12,013.13 \$14,343.92 THE ADMISISFRATOR OF THE GOVERN MENT .--- The Royal Gazette announces that COL. JOHN AMBER COLE has been sworn in Administrator of the Government during the absence of the Lieut, Governor.

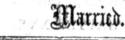
DROWNED ---- A boy named John Kelrov was missed from Mr. Wetmore's Mill beiowithe Falls, and the pond being searched the body was found. He was ten years of age, and son of Francis Kilroy.

Information has been received from the Delegates at Quebec that they have agreed to accept the Duke of New Castleoffer for a guarantee to raise the Capital to build the Intercolonial Railway. Canada assumes five-twelvths: Nova Scotia and New Brunswick, half each, of the balance, seven twelvths. The British Government to decide the route.

At the Inter-Provincial rifle contest at Truro, N. S., Major Pollard, of Prince Edward Island, won the Prize Cup, having made 21 points.

WATER RATES .- The time prescribed by law for payment of Water Rates having expired, it is the imperative duty of the Come missioners to usue warrants of distress of which all parties interested should take notice and pay up immediately.

An Inquest was held on Thursday by Dr Wm. Bayard, coroner, on view of the body of Mary Walsh, who was found dead in her house in Harding Street on Wednesday morning last, under very suspicious circumstance, her face being besmeared with blood, and having several marks upon her head. On examination it was found that death resulted from excessive drinking, causing congestion of the brain. A verdict was returned accordingly. Her husband and a man named Shay, who were under arrest, were immediately discharged.-New Bruns.



On the 27th August, by the Rev. John Rowe, Mr. John D. Duke of St. John, to Miss Fanny E. Mosher, third daughter of Mr. Philip Mosher, of St. Martins.

At Greenwood Cottage, Hantsport, N. S. Aug. 28th, by the Rev. T. A. Higgins, Mr. Thomas L. Bradshaw to Miss Caroline A. Marsters, both of St. Stephens, N. B.

At Blissfield, Miramichi, by the Roy. We. M. Edwards, Mr. Frederick Morehouse to Miss Susan Turner.

At the same place, by the same, Mr. Joseph Dunphy to Miss Sarah Arbo. A: the same place, by the same, Mr. Charles A. Bamford to Miss Margaret Jane Howel, all of Blissfield.

Died.



The ch ap All kinds of Paney for Plated Wares, is at F. A. COSGROV F'S Goods and wept 17 Call Early. WE expect some of the finest Peaches, Pears. Apple 4, Tomatoes and Onions, (by the boat o day) that we will have this season, those in want of a supp. y of any of the above would do will to call as soon as possible after the arrival of the boat, as e are determined to sell them low in order to have som for a further supply, on Saturday, Therefor call early at Lester House

Patin Marble Wares.

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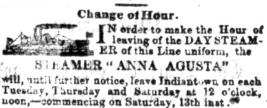
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66 Charlotte Street LESTER BROS. UNION LINE.



Fare-50 Cents. THOS. HATHEWAY, AGENT, 40, Dock street. sep 15

Change of Hour Commencing on Saturday September 13th.



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

Tuesdays, Thursdays and Saturdays,

at 9 o'clock, A. M., until furthen notice.

With the experience of the past before them will the people of New Brunswick suffer this great project to be prostituted to party purposes and perverted from a solid advantage to a dire calamity ? The Legislature will probably be called to-

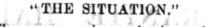
gether at an early day to take action on this vitally important question. Shall it receive the caim deliberation of statesmen, or become a feot ball for partizan politicians? The Government do not, as they, themselves well know, enjoy the confidence of the country, and we fear there is not virtue or patriotism enough in the House to meet so grave a responsibility.

We trust that the country will wake up to the importance of this subject, for indications are not wanting that politicians of fast and loose principles are trimming their sails for coming breezes. It may be that the Electors will be called upon to decide this matter, and it would be well that they give it that consideration which it so urgently and imperatively demands, so that when the proper time arrives they may be prepared to send honest men to the Legislature who will not sacrifice the best interests of the country to their own schemes of self agrandisement.s parsed carried il.

NO. II.) dais Having urged the importance of giving this subject such consideration as would lead to measures for securing the IN-TERCOLONIAL RAILBOAD from the grasp of lic measures the means of making individual fortunes for themselves and places for their supporters. The true history of the management of the European and North American Railroad, has not, we believe, been yet written. When it is it will reveal that a few individuals have been the managers and have derived the benefits of this great waste of public money, while the party which has covered the wrong-doing has been merely daped. No good has come of the Railroad management to the Liberal party that they should undertake another and a larger job; but the same men who have fattened on the first, are as eager to secure the second undertaking ; and, vast as it is, are quite capable of making it, also, cost just double the estimates. Let the country beware of them !

This subject is a tempting one to follow, there is much that remains to be revealed but the Railway management has become one so hackneyed that the people cannot command patience enough to consider it. We pass over it then for the present, to the BOAD, SHIDOG

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The war news is so voluminous that it is impossible to give anything like the details of interest furnished by the Telegrams and the papers. The most reliable information is obtained from the correspondents of the leading Journals, but their letters are very lengthy and contain a great deal that is only interesting to the particular localities for which stey write. Anxious to give our readers only such news as appears to be reliable, we have taken much care in reading our exchanges, and give the result in a summary of the facts arrived at.

It is not denied by the Northern press. that the Federal defeat was disastrous and complete, but very little is said about thein losses. From various sources of information, we are fully convinced that the Federal loss in men and material of war was exceeding great. A private letter from soldier to his wife in this city says, that his battalion lost two-thirds of its force ; and we have no doubt that many others could say as much. The effective Federal force now at and about Washington does not exceed 250,000 men !

The Confederates have passed into Maryland in force-say 200,000 men ; they expect, with much good reason, to be strongly reinforced by the Marylanders, and are able, undoubtedly, to out-number the Federals on any field they may choose for battle. The latest despatches inform us that the Confederates have taken Hagerstown, which, from the importance attached to its occupation by the Governor and people of Pennsylvania, must be a position of strategetic importance. . The greatest alarm is felt in the State just named, and its quota of the troops raised for politicians, who, regardless of the interests of the Province, see only in these great pub-the defence of their own homes, while the Governor of the State and the Mayor of Philadelphia have issued the most stirring proclamations, calling out all the able bodied men of the State for its defence.

> This movement of the Confederates is admitted to be one of very serious importance, as if they should defeat McClellan, who is slowly marching upon them, and will have to fight them at a disadvantage. they will follow up their success by cutting off the Federal capital and army from their resources, and render their capture or destraction almost inevitable. The Confederates will then be in a position to invade the Northern cities, or by occupying Western Pennsylvania, they can cut off the Eastern from the Western States and command the Onio and the Mississippi Rivers. On this subject one of the leading north

ern journals says :--" Tee Alleghanies would furnish a safe basis of operations; the exuberant granaries of the two great States would feed the starved army, weary of half rations of salt pork and corn bread; Pittsburgh, consideration of the INTERCOLONIAL RAIL- with its shops and foundries, would replenish their stock of cannon, arms and muni-

troops were demoralized by retreats and defeats, and our new levies were as yet undisciplined. Even with this rain in our favor, it may be wise to postpone a battle, but of that Gen. McClellan is the best judge."

"THE SITUATION" has become involved n considerable difficulty for the Confedeates if the despatches are to be relied upon. They are, how ver, very wild and contradictory, and it will probably require some days to clear them up. We copy them just as received.

BANGOR, Sept. 15.

Confederates evacuated Frederick on Friday Burnside passed through on Saturday, push g after energy. Federals were received with ild enthusiasm by populace.

Gen. Franklin captured train of one hun red amnunition and subsistence wag gons. Confederate expectation of receiving large accessions failed. They left forty-five hundred sick.

Reported that Longstreet was repulsed on Saturday. Cannonading lasted all day. Also reported that the Confederate force at-

tempting to cross the River near there on Wednesday were terribly cut up. It is supposed that Jackson's command had

crossed the River at Williamsport. Severe fighting had taken place in Kana-wha Valley. Federals retreating towards Obio.

Confederates under Gen. Duncan attacked Federals near Munfredsville, Kv., yesterday afternoon, being repulsed with heavy loss. Gov. Todd ordered the Militia sout for the defence of Cincinnati, home.

Gen. M'Clellan telegraphs Hallack that a general engagement occurred yesterday. Gens. Hooker and Reno carried the height

commanding Hagerstown Road., Gen. Reno killed. A second official despatch says Franklip's

success on the left is as complete as on the right and centre, resulting in obtaining possession of the Gao.

A third despatch says the enemy were making for the river in a perfect panic, Gen. Lee admitting being shockingly whipped.

The Federal army was pursuing the retreat to the utmost.

M'Clellan's fourth despatch (10 a. m.) further confirms the victory and rout and demoralization of the enemy.

Hocker has a thousand prisoners. Lee admits a loss of filteen thousand.

Jackson whipped in three battles. Gen. Le wounded. Tremendous rejoicing and fur ore in Phila-

deiphia.

Business again resumed in Cincinna'i.

BANGOR, Sept. 16. Sunday's battle was four miles from Middleton, at the foot of the mountain, up and over which the enemy were driven. Franklin was heavily engaged.

Yesterday morning, on the road to Harper's Ferry, New York and Illinois Cavalry captured fitty ammunition wag ons belonging to Long-street, on their way to Withamsport. At Mumfordsville, Ky., figut, the Confeder-

ates jost about 600 killed and wounded .- Federais 8 killed and 27 wounded.

Confederates took Bloomfield, Mo., last Thursday. Col. Boyd shelled and reit tok it Advices from Cumberland Gap repr. esent

engaged Bragg's forces.

VERY LATEST.

Wednesday, 9 o'clock, P. M. The latest despatch states that the Confederates on the Maryland side have united their forces-70,000 strong, and a tearful battle is now raging.

THE PATIENCE OF LANCASHIRE .- We direct the attention of our readers to this interesting article on our first page from the London Review. At this time when the Government of Great Britain is so traduced by the American press, and particularly by the religious portion of it, which would fain make the world believe that the working classes of our mother land are no better treated than Southern slaves, it is worth while to know something of the true condition of those who are suffering so much. The patience manifested under such trying circumstances is an example to the world of which our nation may well be proud-to suffer wrong rather than do wrong, is one of the highest exhibitions of human virtue-it is divine. Would the working people of New York, Boston, and other Northern cities of the United States exercise such christian magnanimity and forbearance under similar circumstances? We doubt whether one of our American cotemporaries would venture to claim it for them. With such evidence before them we think the religious press of the United States is verily guilty of the most atrocious slander when it tries to make out

that the working people of England are oppressed and held in unwilling subjection by their Government, and by what it tries to make appear an odious Aristocracy. There is no such power in England, but we fear there is getting to be just such an "institution" in the United States.

An Interesting Presentation.

The Hon. J W. Johnston presented the An-napolis Boyal Volunteer and Rfle Company, at Annapolis, 30th ult., with s handsome silver medial, the handiwork of Mr. John Mac-Culloch, Jeweller, of Haiifax, to be fired for at an early day. The hon and venerable gentleman was a member of this company fifty years ago, and he is now borne on the honorary list of the corps. The medal hears the motto of the Johnston family, ' Nanquam mon paratus, or Ready, aye'ready. Mr. Johnston addressed the company at some length, and in his usual eloquent manner. Capt. Ruggles responded on rehalf of the Volunteers. The Medal has seen much almired. It is formed of a broad silver circle, within which is the motto in relief ; in the centre, in Nova Scotia gold, is a field piece and its accompaniments nandsomely worked ; and a silver spear with wings connects the medal with a riband of true blue, at the edge of which is a silver clasp. Subsequent to the presen ation, Mr. Johnston invited the members of the company to luneheon, when a good time was enjoyed, and the envertainment closed with three cheers for

At St. Martins, on Tuesday, the 11th Feb. Sarah A., daughter of Isaac and Mary Bradshaw, aged 4 years and 1 month.

A light is from our household gone A voice we loved is stilled ; A place is vacant at our hearth Which never can be filled.

A gentle heart that throbbed but now. With tenderness and love, Has hushed its weary throbbings here. To throb in bliss above.

Yes, to the home where angels are. Her trusting soul has fled; And yet we bend above the tomb Wi h tears and call her dead!

We call her dead ! but ah, we know She dwells where living waters flow.

And on the 5th July, Ernest B., son of Isaac and Mary Bradshaw, aged 1 year and 4 months. This little flower that bloomed so gay,

How quickly did it fade away : Its morning sun was set at noon His soul forever in heaven shall bloom.

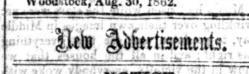
On the 28th August, David, aged 14 years, eldest son of Benjamin Bradshaw, of St. Martins.

In Carleton, on Thursday, the 4th inst Johanna, wife of Mr. Henry Hassan, aged 61 years, a native of the County Kilkenny. Ireland

At Fredericton, 3rd of September, at her residence in George Street, Elizabeth, aged 81 years and three months, relict of the late Thomas Smith, Architect. of that City. At Oromoeto, on the 24th of August, Wiliam, eldest son of the late Andrew Coleman, M. D., in the 41st year of his age.

OBITUARY.

At his residence in Woodstock, on the 15th August, Brother CHABLES HOWARD, aged 29 years, leaving a disconsolate widow and one child, with a farge circle of relatives and friends to mourn their loss. For a number of years Bro. Howard has been a professor of religion, and a consistant and highly esteened member of the Woodstock Baptist Church. During the last two years of his life he was a constant sufferer from that withering and fatal disease, consumption, which continued to prey upon him until death, (welcomed by him) came to his release. His funeral was attended on the Sunday following by a large concourse of people, and the occasion was improved by the writer from Job 14, chap., 10thverse. May God in mercy support the bereft family. J. G. HABVEY. Woodstock, Aug. 30, 1862.



NOTICE.

THE Ladies of the Baptist Church (and congre-gation) in Fredericton intend having a sale of useful and Fancy articles in the Temperance Halt, on Tuesday 30 of September, to assist in infeening the deot, one on their Place of Worship. Subcrip-tions in money or articles will be gratefully received by the committee Sale will commence at 2 o'cl. ck. Admission 25 cents children half price. Hot Tea

and Coffee, with all the refreshments of the season Mrs. HURD Mrs. SPURDON the ral logity multice alt

row of the door in the

Mrs. RANDOLPH Mrs Guige. gaided shits shitw z P. S. The Ladies hope to make the Entertain ment pleasent one for ail. (sep 17)

CHANGE OF TIME.

THE U.S. Government having taken the Steam-er N. B. for transportation of troops, the steam-er . New England will make two trips a week to Portland, connecting with Railway, for both Pasengers and all Freights, to and from Beston, at former printed tariffrates. She will leave St. John every MONDAY and THURSDAY Mornings, at 5 o clock and return-ing, will leave Portland TUSEDAY and FRIDAY

Eveninge. Passengers from Boston, will take the 7.30 s. m. Train from Boston, until further notice: W. ANSLEY, AGENT, aug 4 Office-98. Prince Win-street.

UNION GREAT BEDUCTION IN FARES I !

THROUGH ROUTE.

BOSTON AND PORTLAND Fredericion, Woodstock, Tobique AND GRAND FALLS,

STRAMEPS of this Line leave INDIANTOWN

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THE NEW AND PAST.

Steamer "ANTELOPE," as been put upon the Route in the place of the Steamer "St. John," and the Fare to Fredericton, until further notice, will be by both the Steamer

ANTELOPE,' and 'FOREST QUEEN.' ONE DOLLAR!!

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

This Line convects with the Steamers of the International Steamship Company, a steamer of which Line leaves St. John on every Monday and Thurs-day Morning, at 6 o'clock, for

Portland and Boston.

Through Fares between Fredericton, Pereland, ad Boston, until further notice.

BOSTON.

Passengers wishing to take Railway between

Passengers wishing to take Railway between Portland an 1 Boston can do so by paying 50 cents extra upon the Scaton Steamer? IF Through Tickets can be procured at Fred-eriction of the Agent of the Union Line, and of the Agents of the International Comp's, at Boston and Portland, and upon the Steamers of all the son-necting Lines from the Clarks. THOS. HATHEWAY, Agent, july9 40, Dock Street.

Pine Apples, Oranges. &c. JUST received at Lester House, in fine order-about Sugar Loaf Pine Apples; 5 boxes Or-anges and Lemons; 5 sacks assorted Nuts (quite resh;) 5 bris American Onions. LESTER BROS.

june 4-u p. 66 Charlotte-st

PAINTING ! PAINTING! A his Customers, and Public generally infimate to A his Customers, and Public generally that he has removed to the Corner of Garden and Sewell Streets, where he is prepared to receive at ers (or PAINTING in all its different branches," Also PAPER HANGING, GRAINING, MABBEING, BILDING, LETTERING, GLAZING, So., So. TP Orders respectfully Solicited

Window Glass, Putty, and Mixed Paints for Sale in any quantities required, ROBERT COLEMAN, Painter, Corner Garden and Sewell Streets, mar Le St. John, N. B.

their veteran comrade and honorary member. -Halifux Sun.