

THE NAVIGATION LAWS.—The Washington newspapers of Monday, publish the following:—

NEW YORK, Oct. 2, 1849.

SIR,—We must ask the favour of your reply to this letter, at your earliest convenience, to govern us in acting on orders we have to charter American vessels to proceed to the English possessions in the East Indies, and load cargoes for London, under the new Navigation acts of Great Britain. These orders are received by us from houses in England, and we have already chartered the ship Ambassador, of this port to load at Calcutta for London.

By the act of Parliament, we believe it is required that the President will grant the same privilege to ships under the British flag that England grants to us. Will a British ship be allowed to enter here with a cargo of foreign produce (not of Great Britain) after the 1st of January next, on the same conditions as ships under the flag of the United States? We trust that you will pardon our thus trespassing on your time, and remain, sir,

Your obedient servants,

BARCLAY & LIVINGSTON.

To Hon. W. M. Meredith,
Secretary of the Treasury.

TREASURY DEPARTMENT, Oct. 12, 1849.

GENTLEMEN: In reply to the inquiry made in your letter of the 2nd instant, I have to state that, in consequence of the recent alteration in the British Navigation laws, British vessels from British or other foreign ports, will (under our existing laws,) be allowed after the 1st of January next, to enter in our ports with cargoes of the produce of any part of the world. I have further to state, that such vessels and their cargoes will be admitted on the same terms as to duties and imposts as vessels of the United States.

Very respectfully,

Your obedient servant,

[Signed]

W. M. MEREDITH

Secretary of the Treasury

To Messrs. Barclay & Livingston, New York.

MYSTERIOUS DEATH.—On Friday forenoon, an inquest was held at Hoboken, before Morris K. Crane, Esq., Coroner, upon the body of James McGill, at a public house corner of Second and Washington streets, kept by deceased, who came by his death under the most extraordinary circumstances. The man was seen in his own house at half past eleven o'clock on Thursday night; he was found dying or dead early next morning, at a distance of a mile and a half, on the new road between Hoboken and Bergen with his head and face covered with blood, two incised wounds on the top and forward part of his head; money, too, which he was known to possess, was gone, with the exception of \$2 found in his pocket; a gold watch he had was also gone, and his papers are missing. The inference was drawn that he was lured from his house for the purpose of robbing him; but it was also suggested that he was of a crazy turn of mind, and may have fallen upon the rocks and killed himself; but it struck us, on examining those wounds, that it was utterly impossible they could have been inflicted by deceased falling upon a stone; for they were on the top of the head, and were far too straight too smooth, and too clean, to be inflicted by a stone. Then there were two wounds running parallel from front to back, about two inches apart, and exactly like each other. Deceased was an Irishman. After investigating the affair, the coroner's jury returned the following verdict:—"That deceased came by his death from wounds inflicted on his head, but how they were inflicted the jury cannot determine.—*New York Herald.*"

FOR CALIFORNIA.—The brig "Volant," Capt. Wheelan cleared at the Custom House yesterday for "the diggings," with an assorted cargo, consisting of boards, plank, scantling clapboards, laths, shingles, house frames with windows and doors to suit, scows, a boat, bricks, grindstones fitted with cranks, spikes, locks and hinges, putty, glass, camp tools, cot bedsteads, oars, butter, soured salmon, salmon trout, sounds and tongues, and yarn socks. The cargo is shipped by Messrs. Allison & Spurr of this city, and is valued about £450. We hope they may be successful, as it may lead to a new branch of trade springing up in this place with a prospect of better remuneration than what has lately attended our staple article of export.—*New Brunswick.*

AWFUL.—The Clearspring (Md.) Sentinel, of Saturday says:

"A young man named Cox, who was working in a lock on the seven mile bottom during the cold days of last week became somewhat provoked by the cold, and presumptuously proclaimed, 'he wished he was within the gates of hell, so that he should be out of this cold world.' In five minutes afterward a portion of the surrounding rocks and earth fell in upon him, killing him instantly. What an awful warning to blasphemers."

THE CARLETON SENTINEL, AND FAMILY JOURNAL.

WOODSTOCK, NOVEM. 6, 1849.

ST. ANDREWS AND QUEBEC RAILROAD.

We have hitherto said but little with respect to the above line of Railroad, for want of the necessary data to warrant in discussing the matter, but perceiving by one of the resolutions passed at the meeting held in this place on the 3th ultimo, that the County has pledged itself to raise the sum of twenty five thousand pounds toward building the section of the Line, we have felt it to be our duty to

procure as much information as possible with regard to the matter, and the result we now lay before our readers.—

Certain capitalists in England are disposed to invest a portion of their means in the work, upon these conditions, they are ready to take Stock to the amount of £100,000 sterling upon the understanding that the inhabitants of the Province will also subscribe for Stock to the amount of £100,000, or furnish an equivalent towards the undertaking, and pay in ten per cent. of the same; the County of Charlotte has pledged itself to take up £75,000 and by the Resolution above referred to, the County of Carleton has promised to take the remaining portion of the stock necessary to make up the £100,000; and upon the faithful performance of this guarantee depends the making of the line. It is further to be understood that the Company does not require that those persons taking shares shall pay for the same in cash, but is willing to take a portion at least of the payments in labour performed upon the road. Upon the supposition that the people of this Province will gladly avail themselves of the opportunity thus afforded them of making the Railroad with such a small investment of their own means, the English Stockholders have furnished the sum of £10,000, sterling, which is now in the country, and which is to be expended on the final location of the Line, and in commencing the work by cutting out the underbrush and wood the whole distance, and six surveyors and a number of labourers, under the direction of Mr. Neal, an Engineer of some standing in England, are now employed in carrying out this part of the work. And here it may not be amiss to enquire what are the prospects of benefits likely to be conferred on the people of this County by the completion of the line. We are aware that there are some persons who do not believe that the opening of the line from St. Andrews to Woodstock would confer any benefit on the inhabitants of this section of the country. We entertain a different opinion, and we will now examine the matter, and show upon what foundation our belief is based. In the first place, the great bar to our advancement is the want of a market; no one will pretend to dispute the fact that the County of Carleton is admirably qualified for Agricultural purposes, and yet our people are leaving the country for one in which they can get a market for their produce. At the present moment a barrel of Flour can be procured in Eastport for three barrels of potatoes, which in Woodstock are worth only nine shillings and four-pence half-penny. Let us suppose the Railroad now in operation, add to the value of the potatoes at our present rates, three shillings for freight, three shillings for barrels, and one shilling for freight of Flour, and the whole cost of the barrel of Flour, brought to our door, in exchange for our potatoes, of which we have raised more than we can consume, amounts to sixteen shillings and four pence half-penny! whereas we now have to give thirty-five shillings in cash for the same article, while, on the other hand, we cannot get cash for our potatoes. Again, it is urged that there is not sufficient population to support the line; and here we might repeat the argument we have used above, that the inhabitants are leaving the country simply for want of an outlet for the disposal of the surplus-produce of their farms; but once open up a channel by which they can get a fair remuneration for that produce, and our farming population instead of decreasing, will increase; new tracts of country will, moreover, be opened up, and we have no hesitation in saying that the line within thirty miles of Woodstock, runs through some of the most fertile land in the Province. New Brunswick must eventually become an agricultural country, or a Bankrupt Province, and with this fact staring the people in the face, and when they have the power to benefit themselves so completely in their own hands, we think it would be criminal indeed to let the opportunity slip. Nor is it in the transportation of agricultural produce alone that the line may be made beneficial to this part of the country, but small lumber, such as clap boards, shingles, &c., manufactured on the St. John, could in a few hours, and at a trifling expence, be conveyed to the coast, and the modification of the Navigation Laws, permitting vessels of all nations to come into our ports and take their cargoes, will no doubt be the means of filling the harbour of St. Andrews with foreign vessels ready to purchase our manufactures and to give us in return the productions of the countries to which they belong. We are aware that our anticipations of the benefits likely to result from the completion of the Railroad may seem too sanguine to those who are more sceptical, but from witnessing the effects of Railroads in other countries, and from our knowledge of their self-sustaining nature, we have the fullest belief that the result will prove our views of the matter to be sound. So much for the probable benefits derivable by the public from that portion of the line which is to extend only to Woodstock, let us now carry the idea, a little further, and consider what benefits would be likely to accrue to the Stockholders by carrying the line to the Grand Falls, as, in our opinion, they must do, in order to make much profit on their investment, and here the line

must not be confined to the carrying of light freight, but must also be employed in the transportation of heavy timber. At the first glance, it may seem rather visionary to assert that the Railroad would be preferred to the River St. John, for the conveyance of timber; but an investigation of the facts will show that this, after all, is a reasonable assumption. The cost of getting timber to market, by the present mode of conveyance, added to the loss of one third of the value consequent on the passage of the timber thro' the Falls, driving, &c., will be found to come very little short of fifteen shillings per ton; if the same timber were conveyed to St. Andrews by Railroad, instead of 15 or 20 days being consumed in its transportation to the coast, it would reach it in eight or nine hours, at a cost of not more than seven shillings and six pence. Now let us suppose that 150,000 tons will pass over the Railroad in a year, this, at seven shillings and six pence per ton will give £56,000 of revenue to the line. Now if the making of the line to the Grand Falls cost £200,000, and the annual expences amount to £30,000, which is certainly the maximum, the profit derived from this source of the traffic alone will amount to £26,000 or 15 per cent. upon the capital expended in making the road. It may be said that we have assumed that a greater quantity of timber will be carried by the line than will be realised, but it must also be borne in mind that there are many other articles to be conveyed besides those we have enumerated, so that there is a fair prospect that the line if completed will be beneficial to the Stockholders and to the public generally. We shall recur to this subject at some future period.

We have received the first No. of the AMARANTH, a new weekly paper, started at Fredericton. It is got up in good taste, and if the Literary and Editorial matter is continued in the same style as at present, the "Amaranth" will doubtless become the leading journal in the Celestial city. It is published by Mr. George F. Brannen, every Tuesday, and forwarded to subscribers at the rate of twelve shillings and six pence, per annum, in advance. As our contemporary has started on good sound political principles, we wish him every success.

DEATHS BY CHOLERA IN BOSTON.—The number of deaths from Cholera in Boston has been 611, namely: in June, 8; July, 52; August, 418; September, 133. Total, 611. Of these, 379 were Irish, and 69 of other foreign nations; total foreigners, 448; leaving 163 deaths among the native population.

COMMERCIAL BANK AGENCY.
R. English, Esq., AGENT. J. Gover, Esq., CASHIER.
CENTRAL FIRE INSURANCE COMPANY
OF NEW BRUNSWICK.

AGENT FOR WOODSTOCK.—L. P. Fisher.
CENTRAL BANK AGENCY.
COMMITTEE OF MANAGEMENT.—James Robertson, Charles Perley, Charles Connell and D. L. Dibblee, Esquires.
AGENT.—Charles Connell, Esq.

MARRIED.

Here the girls and here the widow
Always cast their earliest glance,
With a smileless face, consider
If they, too, won't stand a chance
To make some clever fellow double
In bliss, and often too in—trouble.

On Saturday evening, the 3rd inst., by the Rev. William Harris, Mr. William Blake, to Miss Mercy Jones, both of Woodstock.
[We received with the above notice, a generous slice of the Bridal loaf, for which the united pair will please accept our thanks.]

DIED.

He saw what thou hast seen;
Encountered all that troubles thee;
He was—whatever thou hast been;
He is—what thou shalt be.

At Woodstock, on the evening of the 4th inst., Mr. William Upham, an old and respectable inhabitant of this place, in the 73rd of his age.

At Wicklow, on Wednesday Oct. 24th, Alcesta Hammond, infant daughter of Mr. Nathaniel Milbery, aged two years and four months.

"Suffer little children to come unto me, and forbid them not, for so such is the kingdom of Heaven."

NEW ADVERTISEMENTS.

NOTICE.

THE adjourned meeting of the Carleton Agricultural Society will be held at the Mechanic's Institute on Tuesday the 13th inst., at 2 o'clock P. M.

By order

H. E. DIBBLEE, Sec.

Nov. 5th, 1849.

EDUCATION.

THE Subscriber having returned to this village, with the intention of remaining during the winter, respectfully intimates to the inhabitants, that he intends opening a school for the instruction of youth, on Monday the 12th inst. Also an evening class will be commenced on Monday the 19th inst., principally for the purpose of giving lessons in penmanship. Terms made known on application to

EDWARD W. CRIPPS.

P. S. He solicits a trial, believing it to be the best criterion.
Woodstock, Nov. 5th, 1849.