

THE  
CARLETON SENTINEL,  
AND  
FAMILY JOURNAL.

WOODSTOCK, FEBRUARY 12, 1850.

In this day's impression we would employ our newly assumed goose quill, to give expression to our opinion touching the present condition and future prospects of this, our adopted County.

Although in the County of Carleton, Lumbering operations have for years past, been quite as extensively prosecuted as in any other part of the Province, yet its Agricultural interests have been far less affected by this popular, and (as it has uniformly proved) destructive business, than has that of any other district or section of country in New Brunswick. For proof of this, we have but to journey into our numerous and extensive back settlements, and we will find them inhabited by an industrious and intelligent body of men, whose energy and well directed efforts are not only opening up the face of the country, and fast removing the primeval forest, but whose attention to Agricultural employments is rapidly making this County the most wealthy, and most important part of the Province.

Escaping in a great degree, the failure of the potato crop, so generally experienced during the last few years throughout almost the whole length and breadth of New Brunswick, the farmers of Carleton were enabled to supply distant markets with a superior description of that valuable—and at the time—rare esculent; and through this means, the Agricultural capabilities of their fine County first became generally and extensively known, to a large majority of our countrymen, as well as to strangers. In consequence of the knowledge then acquired, when shortly after almost all the rest of New Brunswick lamented the departure of its native born people, and its lately arrived emigrants to a strange and foreign shore, this County had the proud satisfaction of witnessing its inhabitants gathering closer around their ancient hearth stones, contented and happy, and of witnessing a steady stream of valuable and resolute men pouring into it from a distance, and swelling the ranks of its industrial classes.

The impetus which this County then received in its onward march toward increased Agricultural importance, it has not only ever since retained, but that impetus has been greatly increased; while the mechanical and mercantile interests have felt its refreshing influence, and have had their foundations strengthened by the assistance which they have derived from the introduction of new capital and additional labour.

An influx of settlers is still continuing to augment our prosperous population, and through their untiring industry, the green grass waves, where but a little while ago, the wild brake bent before the breeze—and yellow corn fields now usurp the place of the birch and the maple, filling the heart of the Husbandman with thankfulness, and his garner with rich returns.

If we institute a comparison between our condition and that of our neighbors on the other side of the line, we can find nothing in such comparison fairly calculated to render us dissatisfied with our present circumstances; but, on the contrary, every thing to convince us of our superior advantages, and make us contented with our lot. Notwithstanding the disbursement of large sums of money by the general government, occasioned by its being a military station, Houlton and the country around it, has not improved in the same proportion, as has many parts of this County, which never had any such advantageous circumstances to work for their advancement. Now this expenditure has ceased, in consequence of its insulated position and its distance from any regular or fixed market; the condition of the people of Houlton is, in our opinion, quite as bad if not very much worse than that of our most remote settlers.

We would not have our Houlton friends suppose, that in thus expressing ourself, we do so to gratify any jealous or vindictive feelings which we may entertain against the Institutes of their Great Country—not so—for we tell them honestly that we admire those Institutes, almost as much as we do the energy and indomitable perseverance which characterize the American people.

We have the authority of Professor Johnston for saying that the uplands of this County are only inferior in quality to those rich alluvial deposits which line the shores of the Bay of Fundy, and which in places skirt the River St. John and other Rivers in the Province.

That this is nothing but the truth, the rich harvest gathered by our farmers during the past season, must furnish abundant proof, even to the most sceptical, while the large surplus of almost every description of grain and vegetable now waiting the return of spring, to be poured into the markets of Fredericton and St. John—were any thing more required to prove the excellency of the land of this County—would, we should think, be amply sufficient.

(To be continued.)

FIRE IN HOULTON.

The splendid Saw-mills erected in Houlton by the late Captain Kellerman (at a cost, we understand, of £1500) were totally destroyed by fire on the morning of the 4th instant. We give the particulars in the words of our correspondent.

Houlton, Feb. 4th, 1850.

The Saw-mills in this Village, known as the Kellerman Mills, were destroyed by fire this morning. The alarm was given soon after 12 o'clock, and before any number of persons were on the spot, the fire had spread over the whole interior of the block. The night was intensely cold, and the wind blowing a gale from the west, drove the flames onto the stores and dwelling houses on the north side of the square, which were saved by the extraordinary exertions of the people, favoured by the large body of snow which covered the roofs of the buildings. The fire is supposed to have originated from a tobacco pipe, as a man was seen in the mills yesterday afternoon smoking, and there having been no one at work there since Saturday, it is probable that the fire was communicated by that cause.

We believe there was no insurance.

We observe that many of our "contemporaries" are boasting of their cold weather during the last 8 or 10 days; we ask them to read the following statement, and if they don't admit that Woodstock can beat them at cold weather (as well as everything else) then we'll back out.

On Monday, Feb. 4th, the Mercury stood at 12° below zero.

" Tuesday	5th	"	"	"	40°	"	"
" Wednesday	6th	"	"	"	40°	"	"
" Thursday	7th	"	"	"	32°	"	"

On Friday the 8th, at the same hour (7 o'clock a. m.) it had risen to 12° above.

NAVIGATION OF THE ST. JOHN.

We copy the following letter from the Quebec Morning Chronicle, and would have confined our editorial remarks this week, entirely to that subject, but the opening speech of His Excellency the Lieut. Governor, to the Legislature, renders any remarks from us at this time unnecessary:—

(To the Editor of the Quebec Morning Chronicle.)

SIR,—The zeal and ability with which you have advocated the construction of great public works in Canada, and particularly that which at this moment justly engrosses a large share of public opinion, the opening of a communication between the St. Lawrence and St. John's rivers, encourages me to make a few observations on the subject, in the hopes that you will give them a place in your columns.

It appears to me to be quite superfluous to expatiate on the very great advantages which Lower Canada in particular, would derive from the completion of this work, for they have already been fully proved by the united press of two provinces, by the Rev. Mr. Churchill and others, and have been fully accorded by the public in general.—Perhaps no public work of this kind has ever been proposed or undertaken in Canada, including the Quebec and Melbourne Railroad, which carries with it a larger share of popular favour in every point of view than this for uniting the two great arteries of the provinces of Canada and New Brunswick.

Its utility and importance being then fully recognised, its practicability being in a great measure ascertained and its cost estimated at a moderate amount, one of the first subjects that presents itself for consideration is the best mode of communication to be adopted. The rendering navigable the Trois Pistoles river from its mouth to a short distance from the Temiscouata Lake was first proposed as the best mode, next a canal along the river Trois Pistoles, and last, and certainly not the least, a Railroad from some part of the St. Lawrence in the neighbourhood of Trois Pistoles to the navigable streams falling into the Lake Temiscouata.

The first mode of communication if not utterly impracticable is certainly next to it, while the expense that would be incurred in making this, at best, very imperfect communication along a rocky and rapid stream, all but dry in the summer season, would be enormous, and would, I have no doubt, be eventually superseded, and at no distant day, by railroad.

Railroads in England have of late years almost invariably been preferred to canals and adopted in instances where the facilities for making a canal were infinitely greater than in this instance, although the wood required for the construction (a large item in the work) had to be imported from this country—from perhaps the very neighbourhood through which this line may be expected to pass.

It is not to be supposed therefore that popular opinion can long hesitate in arriving at the conclusion that a railroad is far and away before all others, the most practical, most expeditious and least expensive of the whole.

Under those circumstances, it may then be pretty safely taken for granted that a railroad across our Canadian Peninsula will be the mode of communication universally approved of and adopted, and the next steps to be taken should be an examination of the harbours along the coast from Trois Pistoles to River du Loup and an exploration of the country through which the railroad should pass in order to adopt the best line for it.

If the putting forward the claims of one locality in preference to another was likely to affect in the slightest degree the general principle of the question of communication between the provinces, I should feel very reluctant in intruding them on the public, but the general principle of the necessity for the opening of the communication is too universally admitted and the mode in a great measure de-

termined on, to cause it to be considered inappropriate to direct public opinion on good grounds to one particular locality as being more eligible than another while the Legislature is being applied to for a grant to explore different places and report thereupon. While it was proposed to improve the navigation between the St. Lawrence and Temiscouata by the means of some of the streams falling into the former. The Trois Pistoles river was naturally pointed out as that most likely to be available for that purpose, but the plan of railroad being adopted in preference, the project can no longer be confined to the narrow compass of a sinuous mountain stream, but will extend to a wider field over a large extent of country where "ample scope and verge enough" exists for choosing the most level site and the shortest for a Railroad.

But the primary object to be held in view is the best terminus in the St. Lawrence, and that nature points out to be in the parish of Green Island; from the advantage which that locality possesses, in having one of the safest commodious, and most accessible harbours on the south shore of the St. Lawrence from Quebec to Bic. This is well known and put to practical use within the last seven years when upwards of 40 square rigged vessels, varying in size from 270 to five hundred tons burthen have loaded produce from the Saw Mill Establishment of Messrs. Price and Caldwell in that parish. This safe harbour, accessible at all times of the tide, extends from the west end of Green Island for some five miles inside, is some 5 acres in width in its narrowest part, and is capable of containing some 50 sail of square-rigged vessels; it is so well sheltered that ships lie there as quiet as if in a mill pond and take in cargo during gales, when ships loading at other places along the coast have been unable to ride and have been driven ashore or had to slip and run.—Another advantage which the harbour of Green Island possesses over others lower down, is that navigating that dangerous part of the St. Lawrence between Red and Green Island will be avoided, and risks so far lessened by making the terminus within it. This would be more particularly appreciated by navigators in the fall of the year.

The building of a wharf and road over the beach at this harbour will be found to be a matter of comparatively little expense, and not in danger of being in need of frequent repairs hereafter, for the length of the beach is trifling, the soil firm and the place sheltered from the effects of the ice and currents.

The country in the rear of the parish of Green Island is well known to persons engaged in the lumber establishment in that parish, and to old hunters living there, as possessing facilities for one of the most level and shortest routes to the Lake Temiscouata. And in addition to the advantages which this parish possesses for a terminus as already mentioned may be added its proximity to the Saguenay River, and consequent importance for that rising colony as a depot for its imports and exports, and in general, for its being the place best situated for direct communication between it and the south shore.

In conclusion I would remark that Mr. Chabot will have in the instance of this practical junction of the Provinces an opportunity of conferring a lasting good on his country, and of earning for himself a little to her gratitude, in using all his energies in forwarding this important undertaking from which the good results are incalculable.

His acceptance of office was, as he said, caused by his wish to be in a situation where he would have more power to serve Lower Canada so long neglected. A more glorious opportunity than the present for doing so, he could not have, and for the sake of his own consistency, but before all, for the sake of his country, it is to be hoped that nothing on his part will be wanting to forward an undertaking in which her dearest and best interests are so intimately concerned.

ENTERPRIZE.

County Rimonski, Jan. 21st, 1850.

We are requested to state that the regular Monthly Meeting of the Woodstock Total Abstinence Society will be held in Connell's Hall, to-morrow evening, commencing at 7 o'clock.

RULES FOR CORRESPONDENTS.

We copy the following "Rules for Correspondents," from the Toronto Christian Guardian, and we really hope some of our friends in this vicinity will profit by a perusal of them:—

1. Be brief.—This is the age of telegraphs and stenography.
2. Be pointed.—Don't write all round a subject without hitting it.
3. State facts, but don't stop to moralize.—It's drowsy business. Let the reader do his own dreaming.
4. Eschew prefaces.—Plunge at once into your subject, like a swimmer in cold water.
5. If you have written a sentence that you think particularly fine, draw your pen through it. A pet child is always the worst in the family.
6. Condense.—Make sure that you really have an idea, and then record it in the shortest possible terms. We want thoughts in their quintessence.
7. When your article is complete, strike out nine-tenths of the adjectives.—The English is a strong language, but it won't bear too much "reducing."
8. Avoid all high flown language.—The plainest Anglo Saxon words are the best. Never use stilts when legs will do as well.
9. Make your sentence short.—Every period is a milestone, at which the reader may halt and rest himself.

THE ENGLISH MAIL.—The English Mail by the Europa arrived at Halifax on the evening of the 8th inst., but owing to some misunderstanding, the news had not been forwarded to St. John at our latest accounts.

TO CORRESPONDENTS.—"Jonathan Brown, junr." from Fredericton, and "Independence," are unavoidably crowded out this week, but will certainly appear in our next.