

are excluded, we see no occasion for any further commercial negotiation with the United States—especially as it is modestly asked, that New Brunswick should concede the free navigation of the St. John; the abolition of so much of the fishery convention of 1818 as excludes American vessels from fishing within three miles of the land; a repeal of the export duty of one shilling per ton on American timber floated down the St. John; and a repeal of the laws which prevent aliens holding real estate in the Province.—*St. John Courier.*

## THE CARLETON SENTINEL. WOODSTOCK, JUNE 25, 1850.

### CARLETON COUNTY ELECTION.

The following is the state of the Poll at its close in this County on Thursday last:—

Names of Candidates,	No. of votes at Polling Places.					Total to each Candidate.
	Woodstock	Richmond	Wakfield	Simonds	Wicklow	
Connell,	82	107	192	88	41	510
Beardsley,	81	137	160	82	47	507
Perley,	80	118	35	38	79	350
Tupper.	66	55	52	48	85	306

On Saturday at 12 o'clock the High Sheriff having declared Messrs. Connell and Beardsley duly elected, Messrs. Perley and Tupper protested against the election, Mr. Tupper stating that in February next a writ would be issued for a new election in this County. After a few short speeches from the various parties concerned, one of the largest and most showy processions ever witnessed in this County was formed, and escorted the successful candidates through the different villages, to their respective homes.

We have some observations to make respecting this election, but shall reserve them for another time.

The state of the Poll at its close in York County is as follows:—

Taylor,	1094	For the County of St. John	
Hatheway,	916	it stood—	
Pickard,	749	R. D. Wilnot,	966
Wilmot,	600	Etchie,	8.7
Kerr,	532	Gray,	790
Fisher,	416	Simonds,	787
Kilburn,	385	Partelow,	694
Allen,	304	Waters,	456
Mmchin,	180	Jordan,	351

Messrs. Tilley and Needham are returned for the City of Saint John.

We understand that Benjamin Beveridge, Esq., intends offering as a Candidate for Legislative honours in the county of Victoria, and that Mr. Friel from Fredericton will also offer. We cannot think the result of a contest between Mr. Beveridge and Mr. Friel could for a moment be doubtful. Mr. Beveridge possesses every requisite for a Legislator; he is a resident of Victoria, known and respected throughout the Province, his influence in the House would be considerable, and he has an interest in the county, with every want of which he is thoroughly acquainted. Mr. Friel is comparatively a stranger in that County, and however talented he may be, must be entirely ignorant of the wants and wishes of its inhabitants, above all he would be an *imported* Representative, and we are satisfied that Victoria has many sons far better qualified to represent her in the Provincial Parliament than is Mr. Friel. We think among the many respectable and influential Frenchmen residing in Madawaska, one should be selected who with Mr. Beveridge would represent the County with credit to themselves, and satisfaction to the inhabitants.

We this week commence the republication of Captain Bent's and Mr. Grant's report on the principles to be adopted for the improvement of the Navigation of the River Saint John. We do this for the same reason that we republish Mr. Johnston's Agricultural Report. Very few persons would have an opportunity of reading either if confined to the Reports first published. We consider the Report on the river not only interesting, but to many it might prove useful, inasmuch as we have reason to expect that steps will shortly be taken to remove the obstructions pointed out by Messrs. Bent and Grant, and the opinions of these gentlemen freely circulated would be beneficial to all interested in the undertaking.

FREDERICTON, 12th November, 1849.

Sir,—In pursuance of the instructions of Your Excellency, dated 27th July last, we have the honour to submit our Report on the general principles which, in our opinion, should guide the Provincial authorities in carrying into effect the appropriation of the Grant of £10,000, voted for the improvement of the Navigation of the St. John River, between Grand Falls and Fredericton.

We have confined our attention to the consideration of the most economical and effectual method of rendering the River navigable for Steamboats of small draught during the Summer season.

It is found that a boat going with full speed in a narrow channel, up a rapid, will generally require from ten to twelve inches more water than she draws at other times; we have, therefore, fixed 3, 6, as the minimum depth requisite in such localities, and 3 feet in the moderately swift.

Finding it an easier task, when following the downward course of the River, to describe the effects produced by its action, and the Shoals formed by its deposits, than when an observer is proceeding upwards, we propose to report on the several obstructions as they occur in succession from the Grand Falls to the deep water above Fredericton; many of the Rapids and Shoals have several names, but we have adopted such as appeared best known to the boatmen, and persons frequenting the River.

From the deep water in the Basin, at the foot of the Grand Falls, to Cuffeman's Bar, a distance of about 40 miles, the general characteristic of the River is, that it flows between high sloping banks, and is divided into a series of pools, or reaches, sometimes by natural dams, where ledges of Rocks extend across the bed of the River; at others, its course is blocked up, and the space through which it discharges lessened by numerous reefs, and detached masses of rock; and again, by the contraction of the opening between the banks. The pools so formed contain comparatively still, deep water, except where a rapid is created by the stream flowing over the top of the natural dams, or escaping through narrow passages in these barriers. Shoals are formed above and below these obstructions, according to local circumstances, and the set of the current during the period the floating ice is in motion. The remedies to be applied to procure a safe channel through such obstructions, are either to contract still more the opening of discharge, or to straighten the course, and widen it by the removal of some of the smaller masses of rock, taking care, when recourse is had to the former expedient, that the position of the dams or works, are not liable to be carried away by the ice, and when to the latter, that the general level of the water way is not materially reduced.

### WHITE RAPIDS.—Survey No. 1.

The first of these natural dams at which any obstruction to the navigation occurs, is about 1 1/2 miles below the Grand Falls, and is called the "White Rapids," where the bed of the River is crossed by several reefs of stratified rock, causing broken water for above 1,000 yards in extent. The boat channel is close to the right bank, its depth varying from 2, 6, to 6 feet; the projecting ledges of the reef are broken and disconnected, so that the water discharges freely through them, without sufficient restraint—flowing too generally over its wide rocky bed throughout the entire breadth of the stream. The remedy to be applied is, in the first instance, to clear a straight channel for the boats through the rocks, and then to so regulate the space over which the water flows, that enough be diverted to insure a depth not less than 3, 6, for the passage of boats at all seasons: we therefore propose to remove, by blasting, the two small rocks, A and B, and to fill up with sunken crib-work and stones the openings through the ledges of rock CD EF; the probable expense of these services would be £500.

The banks of the River above and below the "White Rapids" are high gravel slopes; they were covered until of late years with trees and vegetation, but in the endeavour to form a tow path along the right bank, a deep notch was cut into the foot of the slope, which permitting the water and frost to act on the lower strata, have by their erosion undermined and caused the surface of the upper portion to slide down into the River; this damage is increasing rapidly and will continue until the slip has embraced an extent of more than a mile above the rapids; nor does any remedy suggest itself without the expenditure of a large sum of money in the construction of a new tow path, having its cutting supported by plank, or some other material; for it is presumed a horse track must exist so long as boats have to be towed past this locality. The quantity of gravel thus conveyed into the bed of the river every year, is not however so serious an evil as would appear at first sight, for the current runs so strong as not to permit it to remain immediately where it falls, and carries it forward to be deposited in the bend below the White rapids, and may be considered there to have the beneficial effect of contracting the width of the waterway between the rapid last referred to and the rapid "Des Femmes," and thus confining the stream within a narrower and consequently deeper channel.

### LITTLE RIVER RAPID.—Survey No. 2.

The water continues strong and broken, but the channel has a good average depth, and is free from any serious obstructions down to the mouth of the "Little River," from whence, and extending down more than a mile, the bed is studded with numerous rocks and reefs, through which sufficiently deep but crooked channels wind; that which is considered best for the passage of steam boats, is shown dotted on plan; but as the current sets strongly across the stream from left to right, they are in danger, after passing rock A, of being carried against reef B, and again passing C, of striking on D; also when avoiding E, of striking on F, or even clearing the latter, called "Split Rock," a greater danger is to be apprehended of stranding on the long reef G. A is an isolated cube of rock standing in 4 feet water, and if removed, a Boat would have a better chance of obtaining a good position to make a clear passage through the lower intricate reefs; the river at this place averages 220 yards wide, and a sufficiently deep channel obtains only in consequence of its bed being contracted by the numerous rocks and reefs alluded to; we therefore consider it to be inexpedient to remove or blast any of them, except that marked A, and in lieu thereof, propose to construct a work against the ledge of rocks H I projecting from the right bank, in order to dam back the waters, and deaden the strength of the current through the tortuous position of the passage. This work will average 9 feet high and 70 yards in length, at a probable cost of £310.

(To be Continued.)

The following letter appears in a late No. of the Bath and Cheltenham Gazette:—

### AGRICULTURAL EMIGRATION.

To the Editor of the Bath and Cheltenham Gazette.

King's College, Fredericton, New Brunswick,  
British North America, May 7, 1850.

Sir,—I have observed in a late number of your paper an article, referring to a project currently reported to be entertained by a large body of Agriculturists in the three counties of Gloucester, Worcester, and Hereford, for the purchase of a large extent of land on this continent, on which to settle the redundant population of those counties. The Western States of the adjoining Union were more particularly indicated as the site of the proposed emigration; but as a native of Gloucestershire, settled during the last twenty years in this British province, where I have been at the same time the Principal of its infant University, and an experimental cultivator of the soil, I feel myself irresistibly impelled to call the attention of your numerous readers to the prior claims of New Brunswick. Permit me in a few words to state the reasons, which immediately present themselves, why the peasantry of old Mercia, to which I would add, those of adjoining Wessex, should give the preference to the especial refuge of the American Loyalists.

The area of New Brunswick is nearly co-extensive with that of Ireland, and the present population little exceeds two hundred thousand souls. The face of the country is diversified by hill, vale, and table-land, affording a variety of soils adapted to almost every agricultural purpose. Every grain and root ordinarily raised in England may be as easily raised here; cattle of all descriptions are as cheaply fed, enjoy quite as good health, and attain at least equal strength. I need not say that the country abounds with the finest timber, for an inexhaustible supply of fuel, and for all other purposes to which wood can be applied. It is also intersected with rivers and streams; the principal navigable far into the interior, the smaller furnishing water-power for mills of every description. These and our lakes, with the sea surrounding our coasts, are at the same time stored with fish in no respect inferior to those of European waters.

The climate of New Brunswick is healthy, and for a great part of the year, pleasant. The months are divided into an average of five cold and clear, and seven adopted to the successive labours of the husbandman. The snow lies on the ground during the greater part of the winter, nursing the roots and germs, and furnishing admirable roads in all directions. The grass springs with its departure, and the varied harvest arrives at maturity in a comparatively short period. I have sown wheat on a hill farm on the 25th of April; and I have seen the crop, ripe and ample, carried to my barn on the 25th of August. Such is the effect of the frost on the soil, that a single plowing in the autumn, followed by the harrow in the spring, is fully as pulverizing as the repeated turnings practised by the good English farmer.

Professor Johnston, distinguished in England and Scotland for his pre-eminent acquaintance with agricultural chemistry, has made a survey of New Brunswick during the last summer; and his Report, as laid before our Provincial Legislature, will be found to bear out whatever I have stated, with this remarkable addition—THAT THE AVERAGE PRODUCE OF OUR ACRES ACTUALLY EXCEEDS THAT OF ANY PART WHATEVER OF THE UNITED STATES. I wish especially to draw the attention of intending emigrants to this statement; and should further information on the subject be desired, I shall have great pleasure in furnishing copies of the Report, or an abstract of its substance, when ever they may appear likely to receive due consideration.

I have confined myself in this communication to the physical features of the country, and have noticed those only which most directly recommend it to the emigrating peasant. I might have further spoken of its stone, coal, iron, and other minerals; of which satisfactory accounts may be seen in the Reports of Dr. Gesner, formerly our Provincial Geologist, and in that of Mr. Johnston, to which I have referred. Of the moral aspect of the colony, I need not say more, than that it has been, is, and I trust will continue to be, the earnest aim of all its influential inhabitants to render it truly worthy of the name it bears—a participant on this side the Atlantic of the peculiar privileges enjoyed by Old England, under the constitutional government of the House of Brunswick.

I am, Sir, your constant reader,  
EDWIN JACOB.

LIGHT AND HEAT—A GREAT DISCOVERY.—The scientific world is all agog, shrewd speculators are calculating the chances of an investment in a patent, and the public is stirred up to betray much anxiety as to the value of claims recently put forward by a Mr. Paine of Worcester, Mass., who announces the possibility of generating light and heat from water, through the medium of electricity. If successful, the consequences will be important beyond calculation, as may be gathered from the following extracts. The Boston Transcript of this day week, heads an article on it, "The greatest discovery of the Age," and says,—

If all that has recently been said of the discovery, by Mr. Henry M. Paine of the decomposition of water and the production of an inflammable gas, that is safe and easily managed, and can be applied to domestic uses, be true, then this must attain *par excellence* the rank we have assigned it at the head of this article. A couple of gentlemen of this city, a few days since, addressed a letter to Mr. Paine, making inquiries on the subject of this gas. In reply, he, with much courtesy, invited them to come to Worcester, where he would be happy to show its operation, and give them any information they might desire.—On Thursday evening, these gentlemen visited Worcester; and their report is, that they were well repaid for their journey. They learnt from Mr. Paine, that he had disposed of the right to use his invention in the United States to parties of gentlemen in Boston and New York. He was

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