

## THE CARLETON SENTINEL.

WOODSTOCK, AUGUST 6, 1850.

## THE GREAT EASTERN RAILWAY.

This is a subject of engrossing interest at the present time, not only throughout this Province, but in Nova Scotia, Canada and Maine. We scarcely take up a paper that has not something to say respecting it, either for or against; both sides using every argument that can be brought to bear to favour their views or interests. We scarcely know at the present time what to say on the subject. We much fear however that it is too great an undertaking to be carried through, and that all parties are not sincere in advocating the measure, but lend their aid for the furtherance of some other object.

That the project is feasible we have no doubt, and if carried into execution the advantages to these Provinces will be incalculable. But we cannot help expressing our fears that our neighbours in St. John have some sinister design in view; we hope we are mistaken, but we know their opposition to the St. Andrews and Quebec Railroad has, and will carry them great lengths. We have always been of the opinion that the Shediac scheme was got up to prevent the St. Andrews line from going into operation, and now that the completion of the latter is all but certain, and knowing as they do in Saint John that this line once completed to Quebec, their city will become the second and St. Andrews the first in the Province, we think we have reason to doubt their sincerity, and feel justified in expressing our fears that their object is to break down this line if possible. Even at the public meeting called in St. John to take the subject of the Eastern Railway into consideration, we find Mr. Ritchie opposed to uniting with the St. Andrews company; and the *Courier* just now happens to stumble upon an article in the *London Times* upon which he makes comments calculated to be injurious to that body, and hints that their line will not pay three per cent.; they have ever opposed it, and they will as long as opposition is of any use.

Our contemporary of the *Amaranth* says:—

"Our neighbours in St. John are the shortest-sighted people we ever knew." They might have had a railway now in course of construction from thence to Woodstock, and, by the co-operation of Lower Canada, which would have been cheerfully given, it might in a very few years have been carried to Quebec. The whole distance being but 344 miles, this would have been a trading line.—The people of Nova Scotia have recently been exerting themselves to construct a line to Windsor; this had a line from St. John to Canada been progressing, would ultimately reach Granville Point, and with a good Steamer in the Bay, the passengers and mails to and from Europe and Canada, would all have been transported by this route. But the St. John folks were blind to this advantage, which they might have secured—and to many others; the West Indian trade for instance; and instead of joining cordially with their neighbours of St. Andrews, ridiculed and opposed them.—What will be the probable result? The St. Andrews Railway is being made—it will extend to the Restook. The Bangoreans will push on their Railway, up the Penobscot valley, to the same point. There a conjunction will be formed, and the united line will be extended to Quebec. Bangor is not an open port in winter, but Frankfort (ten miles below) is. Quebec will then have a winter port on British ground 300 miles distant, and another in the American territory but 260 miles distant; and St. John, by the envy and stupidity of her inhabitants, will for ever be cut off from the trade of Canada, and of all that fine champagne country on both sides of the line, extending on the banks of the St. John, (above Woodstock) the Restook, the Tobique, and other tributaries. Were it to counteract a consummation so melancholy in perspective, and to make St. John the great national, as well as commercial emporium of British America, the object would really be worth incurring the risk of contracting a Provincial debt. Many a time have we warned St. John of the impolicy of her movements—many a time have we attempted even to *goad* the inhabitants of that city into reflection, but in vain. They will remember the warning when it is too late."

From the same paper we learn that the Government have taken it upon themselves to order a survey of the proposed line from Calais to St. John. This at the present time we consider rather barefaced. While it is said there is no money in the chest to meet the Bye Road Grants, and while the country is seriously feeling the want of it, and before any one is aware of what steps will be taken by the Convention at Portland—an application comes from Saint John to have the line surveyed; the request is immediately complied with, and money furnished. Is it any wonder the people of this Province are dissatisfied with the Government? But we will again quote from the *Amaranth*, as he in our opinion gives the true motives of the Executive in this hasty transaction.

"But we believe the Government has a far deeper design in complying so readily with the wishes of the St. John petitioners. We are much mistaken if we do not recognize in it the hand of a very cunning gentleman, and we set this down as 'Artful Dodge' No. 1, whereby they hope to command a majority in the new House. The five counties of Charlotte, St. John, Kings, Albert and Westmorland, through which this Great Trunk Line will pass, (if ever completed), returns nineteen Members to the Assembly, out of forty-one. The Government will probably support this line, and support any extravagant aid in its favour that may be demanded, utterly regardless of the consequences, in hopes thus to induce these nineteen Representatives to sustain them in their present position. Will they succeed? We think some of the Members of these counties are too honest to be thus bought and sold; and as for Charlotte, the measure would prove injurious to her best interests, which are involved in the St. Andrews Railway, as this line intersecting it, would cause a portion of the produce coming down—that raised on the American side of the border for instance—to be taken to Calais and there shipped.

"We hope that the Members from every county not interested in this line, will stand together to a man, and reject the infamous attempt to plunge the country into interminable difficulties, wildly adopted by reckless and unreflective men; and we hope they will

also treat with the scorn it merits, the impudent attempt of a worthless Government to retain its position by pandering to a sectional whim."

We hope the friends of the St. Andrews line (and of the country) will watch narrowly all movements in this matter, and prevent if possible any action being taken calculated to retard or injure their undertaking, or unnecessarily to plunge the Province in debt.

We shall withhold any further remarks on this subject until we learn what has been done at the Convention.

## THE HEAD QUARTERS.

He that lets the sun go down upon his wrath, and goes angry to bed, is like to have the devil for his bed-fellow.

In our paper of the 23rd ult. we unintentionally hit the editor of the *Head Quarters* on some tender point, and he in consequence, after showering down upon us a tirade of abuse, very ungenerously threatens to withdraw his support, and leave us to trundle filth without his aid. Be it so, for if to chronicle truth and expose corruption wherever it is met be the work only of a scavenger, we are content to labour in that capacity, and will render all the assistance in our power to cleanse the country of its foulest and greatest curse, the present Coalition Government. This the editor knows, and hence his violent opposition.

In his paper of the 31st ult. he wilfully distorts our remarks (in reply to his of the 17th) to suit his own views and purposes, and after throwing out some low, malicious hints, endeavours to represent us as an enemy to education and hold himself up as a pattern of excellence.

Now we tell this self-constituted expounder of other men's views, that our ideas respecting schools are as liberal and extended as his own, and that his sincerity in the panegyric he bestows on cheap schooling would have been entitled to more credence, had he noticed the communication almost immediately following the article from which he has drawn so largely. But this did not suit his purpose; here was a charge and a very serious one against his dear friends in the Government, it would not do to meddle with that—their neglect was too palpable for excuse—and the less said about it the better. But we are not the hired tool of a party, nor will we for a paltry pittance back the wrong doings of any man or set of men, to the injury of our country, and therefore will not pass it over in silence. The Governor and Council were appointed a Board of Education for the purpose of providing books for the use of Parish Schools; an entire new set was furnished and every teacher was expected to use them in his school; (this plan we find no fault with, as we consider a uniform set of books in these schools desirable.) The old ones were accordingly thrown away and the new used in their stead, but they have long since run out, and neither teacher nor scholar can tell where to obtain more, application after application has been made, but all of no avail. The Government have been too busy with their own affairs to attend to those of the people; they will neither send the books nor give information how or where they are to be obtained, but leave the people completely in the dark respecting them. Yet this is the Government so much lauded by the *Head Quarters*, and in whose defence he is ready to cross swords with every journalist in the Province. We tell him however very plainly that we are not fond of this kind of warfare—our motto is measures not men—but when we are wantonly attacked (as in this instance) the fault will not be ours if we do not give a Rowland for an Oliver.

When Mr. Wilmot was at the zenith of his power the *Head Quarters* was a popular paper, but as it is now necessarily on the wane, the irritableness of the editor is almost insufferable. We pity rather than condemn him, and advise him to take the back track at once, his present course is inevitable defeat; he cannot sustain the Government against (almost) the united press of the Province, and the sooner he retires from the contest the better for himself.

**THE CROPS.**—This part of the Province never presented a finer appearance than at the present moment, crops of every description promise a plentiful yield, far exceeding that of last season. The greater portion of the hay has been housed in good order, and some kinds of grain are now being cut. We have not heard of any appearance of blight in the potatoes, but have seen as fine specimens raised on old land this season as were ever grown in the County. If nothing occurs to mar the present prospect, our Farmers will have reason to rejoice in an early and abundant harvest.

A convention of Delegates from various parts of this Province, Nova Scotia and Maine, took place in Portland, (Me.) on Wednesday last, to take steps towards laying down a Rail Road from Bangor by the way of Calais and St. John to Halifax. The distance we believe is nearly 500 miles.

(The Rev. John M. Brook, from Fredericton, will preach (D. V.) in the Scotch Church, at the upper village, on Thursday evening next, at six o'clock.

## ARRIVAL OF THE CANADA.

The Royal Mail Steamship *Canada*, Capt. Harrison, arrived at Halifax at 7 o'clock Wednesday morning last, and sailed for New York at 9. She has 129 through passengers. She reports having head winds and heavy gales the most of the passage. Dates from Liverpool are to the 20th of July. The following report of the news was received at the News Room.

The American steamer *Pacific* arrived at Liverpool on Wednesday the 17th, in 10 1-2 days from New York. The steamer *Gambria* arrived on the day previous, in about 13 days.

There is not much interest attached to the proceedings in Parliament. It was supposed the Session would soon close, and there is no appearance so far of the present Ministry resigning.

The Repeal agitation in Ireland is over for the present and Conciliation Hall has been closed.

The reports from all parts of the Country continue to represent the weather as favorable, and the prospect of the growing crops as most cheering.

A meeting of the Bishops of the English Church was about to take place in London, in reference to the Bishop of Exeter and the Gorham case, which still commands much of the public attention.

The Cholera has again made its appearance in London.

The Company who own the Cunard line of Steamers, have determined to build a line of large and powerful screw Steamers, to ply between Liverpool and New York direct, totally unconnected with the present Mail line.

The loss of the *Viceroy* had caused no despondency whatever among the friends of the Galway line; so far otherwise, they have decided upon immediately placing a Boat better adapted for a sea voyage, upon the route.

The Overland Mail from India had arrived, bringing 14 days later. India was quiet, and business reported dull.

A frightful epidemic had broken out at Canton, which invariably proved fatal to those attacked, and generally in the short space of twelve hours.

FRANCE.—All is quiet in versatile France. The law against the press has passed the assembly by a large majority, but it is very unpopular with the people. The effect of this law will be to enhance the price of newspapers very much, and completely to stop all anonymous communications.

DENMARK AND THE DUCHIES.—Hostilities have actually recommenced. Great fears are entertained that this war will lead to a collision between England and Russia, as the latter power is pledged to support Denmark, and has actually a large fleet at sea now for the avowed purpose. It is not generally believed that England will suffer the interference of Russia to be carried to the extent contemplated.

SPAIN AND PORTUGAL.—The Queen of Spain had been delivered of a Son, which died very soon after his birth. The papers give nothing new regarding the difficulty between the United States and Portugal. The American fleet was still off Lisbon.

A serious difficulty has arisen between Spain and Portugal, the precise nature of which is not stated, but is believed to arise out of the Marriage of a son of Don Carlos to one of the Royal family of Portugal.

From the other Continental Kingdoms there is nothing of consequence to report.

## MARKETS.

The news of the renewal of hostilities between Denmark and the Duchies, had caused the English funds to recede from 1-8 to 1-4. Consols opened on Friday at 97, and closed at 96 7-8. The money market was easy.

TIMBER MARKET.—One half less tonnage has arrived as compared with the same period last year, but the backwardness of arrivals has produced no beneficial effect upon prices. A cargo of St. John yellow Pine of 19 inch average sold at 17 1-2d, with Deals at £6 10s. per standard. A cargo of Spruce Deals sold for £7 12s. 6d. per standard.

Cotton has advanced 1-8d. to 1-4d. per lb. The sales of the week amounted to 111,000 bales, of which speculators took 56,000 bales.

Flour is easier, tending downwards. Corn, white, 6d., and yellow 1s. lower. Wheat 2d. lower.

In Provisions transactions are limited, and prices dull.

Coffee is not lower, but quite inactive.

In Sugar little business doing, but rates fully maintained.

Green Tea sustains the same prices; Black advancing.

Freights are dull, and vessels plenty.

TROUBLE IN CANADA BETWEEN PARLIAMENT AND THE PRESS.—We clip the following from a Boston paper:—

TORONTO, July 20, 1850.—A scene in the House of Assembly, between one of the reporters of the *Toronto Globe*, and a member of the House, has caused a little excitement in this city. The circumstances are simply, that as the reporter was attending to his duties in the reporters' gallery, a member of the House [Mr. Christie] was leaning over the bar of the House, laughing and talking with some ladies. The reporter said to him, "Will you be kind enough to allow me to attend to my duties; I cannot hear the speaker." The phrase was civil enough, but I believe was said in a sharp voice. The member considered himself aggrieved, or insulted, and applied to the Sergeant at Arms to arrest the reporter. This the Sergeant refused to do, without authority from the Speaker.

Mr. Christie, notwithstanding an apology from the reporter, brought his case up before the House. The House ordered the reporter to be arrested and brought to the bar. He there again apologized, much to the chagrin of his confederates in the gallery, who were unwilling that any of their body should make any more apology for such an offence.

In spite of all this, the House passed a resolution that he should be reprimanded; and upon this the reporters