

THE CARLETON SENTINEL.

WOODSTOCK, AUGUST 20, 1850.

The following articles from the Dublin *Warder* of July 16th, not only contradict the story published by some Irish paper a few weeks ago, that a fight had taken place between a body of Orangemen and the Police, but shows also why the parties bound over to appear and take their trial at the Downpatrick Assizes were not proceeded against, we wonder if this even handed mercy, as it is called, would have been extended, had the accused all been Orangemen:—

"DOWNPATRICK, Tuesday evening, July 16.—After all the preparations of Government for the Downpatrick assizes 266 jurors having been summoned for the occasion, they have abandoned the prosecutions both against the Orangemen for having defended themselves against a murderous attack, and against rebels for firing on the military and police at Maheramayo. Stipendiary Magistrates, sub-inspectors of police, constables, soldiers, civilians, a whole host of witnesses, all brought, at an enormous expense, from different parts of Ireland, all go home again without saying a word! The fact is, the crown were afraid to go to trial against the Orange party, well knowing that they would be beaten, and with their usual even handed justice let the rebels go scot free. Overtures had been made to the Orangemen for a couple of days before, to the effect that if they pleaded guilty they should receive a nominal punishment. I need not say this was scouted with indignation; and then when the Government found this out, they got a few of the grand jury to get up a petition to the Crown prosecutors to the effect that it would be a good plan to let both parties off. I believe after the grand jury signed this it was hawked about, and two or three magistrates more (in all thirteen) having signed it, it was paraded in Court, and an announcement given that the Government did not wish to go on with the prosecutions. The Counsel for the Orangemen, in open court, distinctly stated that his clients were no party to such a proceeding; that they were then and there willing and ready to go to trial; that they had been put to an enormous expense in bringing witnesses to the assizes, and that they courted the trial. However, the crown were too glad to escape from the ordeal, and abandoned the prosecutions. It is worth while to state that all the Orangemen who were out on their own recognizances were present, whilst of the nineteen Ribbonmen, only seven came to trial, when called on. Of course the crown took no steps to have their recognizances estreated, and made no remarks on the absence of the parties who are said to have absconded, but will, no doubt, soon come back and commence their doings again, when they find that they can fire on the Queen's forces with impunity.

"The reason why Government held the Orangemen so resolutely is now manifest. A number of the assassins who fired upon the Queen's troops had been identified, and bills had been returned against them. Had they been tried they must have been convicted, and if convicted, punished. Such a thing of course was not to be thought of—they must be discharged—and to enable the Crown to effect this object a dozen of Orangemen must, *per fasces nefas*, be thrown along with them into the dock. Then comes Lord Clarendon—opens the door of the cage and lets the incongruous flock of Orange leather and of green, fly forth together while Priest and Ribbonmen exclaim "how lovely is even-handed mercy!"

"We ought to mention, that we have been informed that so well instructed were the Ribbonmen, through what channel it is not for us so much as to conjecture, respecting the decision to which the Government had come in this matter, that they did not put themselves to the cost of so much as furnishing briefs to counsel."

We have been assured that the one solitary case in which the otherwise uniform tranquility of Ulster throughout the 12th of July (just past) was interrupted, is not attributed directly or indirectly, to the Orange body. A correspondent writing from that part of the country says:

"I may mention that you are not to rely on the account of the affray between the police and some supposed Orangemen near Belfast on the night of the 11th. The general impression is, that the police acted very injudiciously if not illegally."

It is unnecessary to impress this fact—the entire disconnection of the little party so summarily dispersed by the police—from the Orange body. We have not yet learned any particulars respecting the conflict in addition to those which the reader will find in another part of this paper. But the statement, that the party was a very juvenile one, is strongly corroborated by the ages of the "ringleaders" arrested by the police—namely, 22 and 17! It is not reasonable to suppose that such being the leaders of the demonstration, their followers were of a very ripe age; on the contrary it is but too probable that the bulk of the mimic muster fired into by the police, consisted of mere boys, if not children.—*lb.*

THE GREAT EASTERN RAILWAY.

In noticing a remark of ours that the people of St. John had ever opposed the St. Andrews and Quebec line, and would do so as long as opposition was of any use. The St. Andrews Standard says:—

"No doubt of it, and we are prepared to meet and combat their opposition now, as has been done before—successfully. The facts are simply these: the St. Lawrence and Montreal railroad is at a "stand still,"—the work has been stopped on the uncompleted portion of the line; and unless some extraordinary efforts are made, it is probable it will remain in "statu quo." Again, the Shediac line has been opened, the "Oyster" taken out, and the "Shell" only remains; in other words, the scheme has succeeded only so far as to give its advocates an opportunity of sputtering a little—a few of their friends employment—and

some of the members from the city of embryo Railways an opening to vote away and squander the funds from the Public Chest; and now nothing remains but the marked line of this abortive scheme, which unbiassed persons believe was brought out for the purpose of retarding the progress of the St. Andrews Line, if not to stop it altogether."

The following very sensible remarks taken from the *Amaranth* of the 15th inst., go to show that we are not alone in our opinion that New Brunswick, through her delegates has promised more, much more than she can perform. In speaking of this Railway the Editor says:—

"Having had time for consideration, and having paid the closest attention to the sayings and doings of the Portland Convention, we are enabled to express more decidedly our opinions upon the present railway agitation. In favour of this Line, christened by Mr. Perley 'The European and North American Railroad,' the following arguments are advanced by its advocates, and especially in private circles, viz: That the American Towns, cities, and Railway companies, from Boston, east, are deeply interested in this railway, and will strain every nerve to forward the undertaking; and that the London and Chester Railway Company, the company interested in the line from Chester to Holyhead, the Company owning the line of steamers plying between Holyhead and Dublin and the Dublin and Galway Railway Company, are all deeply interested in this line.—Well, common sense must teach any one that it must add to the profits of Boston, and all the towns east of it, for passengers from Europe to travel by this route, instead of proceeding by steamer from Halifax to New York, and therefore it is rational to expect a considerable degree of enthusiasm existing among the inhabitants in those places, and especially among the proprietors of railways. But why should the companies in England and Ireland care anything about the matter? These four companies are interested in Galway being made the starting point for America, and Galway may in reality be the most eligible port, and by that route some 24 hours may possibly be saved, in the passage to and from London, from the time now taken in proceeding by the way of Liverpool. But why should these Companies interest themselves about the route on this side of the Atlantic? What is it to them whether passengers land at Halifax and proceed to Boston or to New York by rail, or whether continue on by water? We repeat what we have before advanced, that we believe very few passengers would leave their comfortable berths on board a first-class steamboat, and pay double the fare, to travel by rail. From Halifax to Boston, by the proposed railway, will be about 750 miles, which, at 20 miles per hour—the utmost speed of the American expresses, would occupy 25 hours. Now the *Asia* made her last passage between those ports in 29 hours. The passenger who might leave the Steamer, therefore, to travel by railroad, would gain but four hours, and be obliged to sit up all night in the bargain. But whatever may be said pro or con, the Portland Convention must open people's eyes to some glaring facts. No matter how enthusiastic, unanimous and complimentary may have been the delegates, the resolutions are damning to the project. The first proposition of the Americans was to continue their line from Waterville to the frontier, if the Provinces would guarantee its continuance to Halifax. It was finally agreed to solicit the Local Governments of Maine, New Brunswick, and Nova Scotia to furnish one half of the means, over £900,000 each, independent of individual subscriptions! Not a word was heard, and not a single hope held out, so far as we can learn, about the companies already referred to, in Ireland and England, taking any interest in the matter, nor does it appear that they ever heard of the scheme! And what is still more wonderful, there is not a word about the American Companies, and the rich city of Boston, both so directly interested, doing anything to aid the undertaking! The whole success of the scheme appears to rest upon what the two Provinces will do. The Province of New Brunswick, already £150,000 in debt, and so utterly bankrupt as to be unable to pay the warrants issued on her Treasury, is expected to raise £900,000, and her people as much more; and instead of showing the Convention how utterly impossible and absurd was the proposition, our Delegates (to their shame be it spoken) tacitly acquiesced in resolutions to that effect, and, we are informed, Mr. Wilnot assured the Americans that there was no doubt but that New Brunswick would do what was required of her! When a member of the House of Representatives and leader of the Government expresses himself thus, knowing at the same time the impossibility of the Province raising one-tenth of the amount, he cannot be too strongly censured. Strangers not knowing the man, will be very apt to look at the position, and believe the heinous—the miserable falsehood; and if they are thereby induced to take shares, and lose their money, they will have been swindled by a man whose situation of trust should have rendered him cautious instead of visionary and reckless. The St. John Press are nearly crazy with their pride at the eloquence of Mr. Wilnot at the Convention. Let us see what this "eloquent Wilnot" said about the approach to their harbour. Opposing the motion for the route to be from Halifax through Annapolis, and across the Bay of Fundy in steamers, he said:—"He feared if that route was selected they would have to introduce a new set of navigators, who would sail their boats by the aid of their noses, smelling the land through the fogs. The reason why there had been no boats lost in the bay is, that they don't run fast enough to get into trouble. Put one of your fast steamers down there, and she would be forty rods on the rocks before she could be stopped." The toadies of Saint John and the press of that city, (some of them toadies too) overlook this piece of scurrilous wit, so false, malicious, and injurious to the character of their harbour, and deify the "eloquent Wilnot!"

It is scarcely worth adding any more words. The railway, were it constructed, would do good to the country, but the propositions for raising the means are insulting to common sense, and convert the whole affair into a gigantic humbug.

THE HARMONEONS.—This talented and highly popular corps of singers arrived in Woodstock on Tuesday evening last, and for a few nights completely led the greater portion of the inhabitants by the ears. They sang on Wednesday, Thursday, and Friday evenings, in the Hall of the Mechanics' Institute, and each evening elicited enthusiastic applause from densely crowded houses. Although prepared to expect much, many were surprised, and (to judge from appearances) all delighted with the singing and acting of this unrivalled band. They gave one concert in Houlton on Saturday evening, and yesterday morning left for Fredericton and St. John, at both of which places they are again called upon to delight the laughter loving citizens.

FATAL OCCURENCE.—On Monday 12th inst., a man in the employ of Mr. James Stickney of Brighton, named Emerson Foster, was kicked in the breast by a horse; he mentioned the circumstance to the family at the time but as he made no further complaint they thought he had not been seriously hurt. The next morning he went about his work as usual, and one of the horses having got his foot over the trace, he stooped down to put it back and fell forward on his face; on being lifted up, he was found to be dead.—It was afterwards ascertained that his breast bone had been broken by the horse.

GREAT STORM.—On the 29th ult., a violent storm of wind and rain was experienced at Lincolns, about 12 miles from Houlton. Several buildings were blown down, and others much injured, nearly all the fences in the neighbourhood were scattered over the fields. Considerable damage was also done to the grain, and about 30 acres of forest trees were levelled with the ground.

We beg leave to call the attention of a portion of our subscribers to our terms:—10s per annum, if paid in advance; 12s 6d if not paid in advance and paid before the expiration of six months, and 15s if not paid at the expiration of six months (exclusive of postage.) A word to the wise is sufficient.

We have received the first and fourth numbers of the *British North American*, a new Journal edited and published by J. H. Crosskill Esq., Halifax. We are glad to see our friend at his old stand again, and trust he will meet with every success.

HIGHWAY ROBBERY.—This species of depredation is rather of a novel character in this Province, where none but men of the most depraved and abandoned propensities are found to resort to such measures for the obtaining of the means of gratifying their evil designs. It appears that on the night of Monday last, about the hour of ten o'clock, as a Mr. Hugh Lackay, of the Grand Lake, was on his way from this city to Indian Town, near St. Luke's Church, he was attacked by a lad of the name of James Flood, who demanded his money. Lackay not feeling inclined to part with it on such terms, very naturally refused compliance, on which Flood seized him by the collar with one hand and with the other pulled from his breast a pistol, and presenting it at his victim, swore he would blow the contents into his heart. At this stage of the business another lad of the name of Hayes, stepped up to the aid of the robber, when the assailed party finding himself over matched, and fearing that his existence was at stake, pulled out what loose money he had in his pocket, which the robbers seized and made off with. Information of the circumstance coming to the police magistrate, Jones, the captain of police, and his men went in search, and such was their praiseworthy vigilance that in a very short space of time the depredators were safely lodged in quod. An examination took place before Jacob Allan and Charles Simonds, Esquires, when both were fully convicted and committed for trial. We have frequently been called upon to notice the apprehension of felons in and about the vicinity of Portland, and it is again our pleasing duty to award the due mead of praise to Mr. Justice Allan, and the noble fellows under his command, for their integrity and untiring zeal in the discharge of their duties.—*St. John Chronicle.*

On Wednesday the Steamer Carleton took a large Pleasure Party from here to the mouth of the Oromocto, and thence as far as they could proceed up the River. We have heard it spoken of as a most delightful excursion.—*Fred. Rep.*

The New York State Prison, at Sing Sing, was destroyed by fire last week. The prisoners were secured.—*Portland Transcript.*

FIRE IN OLDTOWN.—The Old Town Poor House was entirely consumed by fire on the 7th inst., together with the barn and out buildings. Nothing of any amount was saved. Loss estimated at \$25000. No insurance.—*Bangor Mercury.*

ACCIDENT TO THE ST. JOHN.—As the steamer St. John was coming through the Falls yesterday, she struck on West Head, and received so much injury that she will have to go into dock to repair before resuming her trips on the river.—*New Brunswicker, August 10th.*

Married.

On the 8th inst., at the residence of the bride's father, by the Rev. William Harris, Mr. Isaac Perkins, to Miss Mary Jane Buckannon, both of Simonds.

On Tuesday the 13th August, at the residence of the bride's father, by the Rev. Thomas Todd, Mr. Alexander McGraw, of Brighton, to Miss Mary Jane Tedlie of the same place.

On Thursday the 15th inst., at the residence of the bride's father by the Rev. Thomas Todd, Mr. Elijah Dickinson of Dumfries, to Miss Elizabeth A. Jameson of the same place.

On Monday the 19th inst., by the Rev. Thomas Todd, at his residence, Mr. Abraham G. Williams of Houlton, State of Maine, to Miss Louisa Mills of the Parish of Simonds.