

joined the Congregational Church. As I ascertained that her statements respecting the past were all true, so far as their truth could be known, I placed perfect reliance on the fact of her having had a trance, or intromission into the spiritual world, at the time to which she referred, and a full confidence that she would, agreeable to her prediction, have some kind of sickness, trance, or perhaps actual death on the 21st of December, (which was then five weeks hence.) In consequence of this confidence on my part, I mentioned the circumstance of our conversation with her, to Rev. Mr. Rice, Rev. Mr. Blair, and perhaps twenty other persons in Eastport and the vicinity. On account of this, and of the publicity which the anticipated event had gained from other sources, the 21st of December was looked forward to with considerable interest, by several persons here besides myself. As the attack was to come on in the night-time, we supposed it would be sometime during the last few hours of the 21st, say between 5 and 12 o'clock, P. M. But about 8 o'clock in the morning of that day, her father called on me, wishing me to come and see her, stating that she had been taken ill about six hours before. I went to his house and ascertained as follows: She had been as well as usual on the day previous; had been conversing with her sister, and playing at puzzles with her cousin during the evening, and was quite cheerful; went to bed as usual, and was quietly asleep at eleven o'clock. About two o'clock she awoke her sister, who slept with her, saying she should faint or suffocate, and also complaining of a pain in her right ankle. The family were aroused, and she was removed from her chamber to the sitting room and laid in a bed there. She has had several paroxysms, much like severe hysteric fits; was unable to swallow anything, and seemed to suffer much from a sensation of suffocation and severe pain in the head. I directed the ankle to be rubbed with liniment, bathed her head with ether, and administered chloroform so freely that she inhaled about two ounces and a half within an hour; but without any further effect than a slight mitigation of the symptoms; although the air was so impregnated with it, that several persons present were much affected by breathing it. I presume what she inhaled would have rendered more than a dozen persons quite insensible. She was unable to swallow even a teaspoonful of water for more than a day, though she felt a thirst for it and made several attempts to drink. She was attacked suddenly with acute pains in the head every few hours, and was relieved by galvanism about thirty-five times, when it ceased to remove the pain. Then ordinary cupping and dry cupping was tried, and she was relieved by it about forty times. This then failed, and as she could now swallow, every kind of medicine which held out a hope of benefit was used in vain. After all else had failed, she was bled from the arm in quantities varying from half a pint to an ounce or two at a time, for nearly three weeks; and as by this means relief was always obtained in a few minutes, the course was pursued till she was bled fifty-six times, when the disease yielded, and the pain did not return.

On the fourth day of her sickness, just after being relieved from a paroxysm of pain, she raised her well hand, as if to welcome some stranger, looked up with a fixed gaze, and, with a smile on her features, seemed to hold communion with some one, invisible to us, for about half a minute; she then resumed her natural appearance, and beckoned to me to hold my ear to her mouth; when she said, "I have just seen Mariett Heney, and she says I am going to get well, and shall not walk lame any more." I asked, "will it be in this world or the next?" She said "I don't know, but I don't wish to get well here."

Her health is now (Jan. 22nd) fast improving, so that she is able to sit up two or three hours during the day, and amuse herself part of the time by reading. She is as yet unable to speak, except in a whisper, but has a tolerably good appetite and powers of digestion. It now remains to be seen whether she will recover from the lameness in the right leg, agreeable to the recent prediction. It has not been in her power, for many months past, to walk without a crutch, and for six months previous to her last attack she could not put the sole of her right foot to the ground or floor; the ankle being so distorted that she can step only on its outer side. With the same confidence that six months ago, nearly, I looked forward to her attack, which has recently occurred as predicted, I now look forward to her ability to walk without crutch or cane.

During her sickness she has often been visited by Rev. Mr. Rice, Rev. Mr. Brooks, and Mr. G. Peabody, who have been in the habit of reading to her or praying with her, also by a great number of others who watched with her, and they can corroborate the statement I have made, if they should be thought by any to need corroboration.

At the present time, when a practical belief in the very existence of a spiritual world is confined to a comparatively small portion of the community, I look upon this, and every similar case, as of extreme interest and of vital importance to the public. The subject of this communication is well known as a very conscientious person, and a lover of truth and sincerity, and as such, worthy of belief. But if she were otherwise, she could not have foretold, accurately, an event so peculiar and important as her own severe sickness more than eleven months before its occurrence. And as we find unquestionable evidence of her truthfulness, where we have had an opportunity to test it, it is but reasonable to believe her in those statements; which, from the very nature of the assertions, we cannot test by any other evidence. I therefore feel bound to believe; that, while her body was weakened by severe sickness, and consequently the union between it and the soul, which dwells within it, was less firm than in ordinary life, her spirit was admitted to the company of spirits, who, from similarity of thought and disposition were nearest to her—that she saw them in the human form, which we have many reasons to believe the inhabitants of heaven appear in—that those she saw were among the happy and were happy themselves—that being a higher order of beings than those in the natural world, they were able to foresee the events in her life which have been alluded to, and communicated that knowledge to her. Others who have been in the habit of seeing her, from time to time during her sickness, agree with me

in the belief of her statements. Her sincerity on all subjects, and her earnestness on this, seems to carry conviction to those who have witnessed it; while her wish to go again to a world which she feels sure she has once had a glimpse of, and found to be more delightful than the present, is evidence of its reality which ought not to be lost on those who have been cognizant of it.

Allowing the statements to be true, they corroborate, so far as they go, certain views of the spiritual world, which I regard as true and important, but which would extend my communication to an unseasonable length. I hope, however, to develop them more fully, when a suitable opportunity offers for doing so.

Yours, respectfully,  
C. D. RICE.

## THE CARLETON SENTINEL.

WOODSTOK, FEB. 11, 1851.

We send our paper this week to a number of Gentlemen who have not yet become Subscribers. Any one receiving it, and not wishing to subscribe, will please return it marked with the initials of his name. All who retain it, will be considered Subscribers, and will receive a copy weekly, until they order it discontinued.

TO THE EDITORS OF THE COURIER.

GENTLEMEN,—I observed by the Canadian papers, that it is proposed to connect Lake Temiscouta with the River St. John, by a canal, as the most feasible way for uniting the Canadas with the Atlantic. I perceive also, in the Canadian estimate of cost, the first item of expense from this Lake to the St. Lawrence is a very heavy sum; this, in addition to the many incidental expenses for wharves, stores, locks, &c., between the Temiscouta and the St. John, the heavy expense of lockage at the Grand Falls, and vast outlays for clearing the river, would be so far beyond the means of either Canada or New-Brunswick, that I conceive this Province, at least, would do well to pause before entering upon such an undertaking.

Since the discovery and adoption of Railroads, many canals in Britain have been abandoned in favour of the Rail. The Duke of Bridgewater's Canal from Liverpool to Manchester runs parallel with a Railroad, which may be taken as a fair instance of competition, and where no frost impedes the canal traffic as it would do in this country, and on this Railroad fully three-fourths of all goods, even heavy timber, are constantly conveyed in preference to the water route. The Edinburgh and Glasgow Canal which has proved a ruinous affair may be also mentioned as another instance where the Railroad has completely superseded the water communication. We also see that the North River from New York to Albany, a fine water route, navigated by steam and sailing vessels, with every facility for the carriage of goods, has a Railway on its banks, which pays well, and is gradually engrossing the trade.

The Railway from Portland to Boston might be here alluded to as a line in successful operation, and in competition with an excellent water communication.

Now, Messrs. Editors, it is a well known fact, that a remarkable level country exists between the St. Lawrence, St. Andrews, and St. John, admirably adapted for Railways, without the necessity of tunnels, and with few rivers to bridge; and when on the other hand, it is considered that Lake Temiscouta is frozen up six or seven months in the year in addition to the other natural obstructions to be overcome, it appears surprising that so enlightened a people as the Canadians should, for a moment, hesitate between a Railway and Canal. Is it not a matter of surprise, also, to see with what apathy and indifference the people of Quebec and its neighbourhood view the numerous Railways and Canals the Americans are making to draw the entire trade of the St. Lawrence from Montreal, and even from the Great Lakes, to New York, Boston, Portland, and other ports on the American sea-board? Yes, tapping the mighty St. Lawrence at its source, and absorbing almost the whole of its mighty commerce—this, too, when its natural outlet is by Quebec into New-Brunswick, or by its own waters through the Gulf of St. Lawrence. Hear what the eloquent Mr. J. Young, of Montreal, so graphically says to the people of Canada,—“Deepen your canals, admit the flags of all nations to the free navigation, from the ocean to and from your great Lakes.” I say, let New-Brunswick and Canada open a Railway communication between these Provinces, make common cause with the zealous efforts of St. Andrews, now prosecuting vigorously this very object, and you will secure one of the most important of all Provincial trades. Yes, Messrs. Editors, far beyond what the most sanguine imagination can dream of. Look at the abundant supply of Fish the Bay of Fundy produces—the West India Goods that may be imported into St. John and St. Andrews any day in the year, and forwarded by Railway to Quebec, in barter for Flour, Beef, Pork, of Canada, and in fact all other articles of her production, which are required in the Bay of Fundy. It may not be generally known that a barrel of Flour might be brought down from Lake Michigan, by the St. Lawrence, to Quebec, and if transferred by Railway to St. John or St. Andrews, for one-third the cost of the present carriage via Boston or New York. Goods might also be returned with like facilities, and at little expense. Another important feature in the comparison of advantages is the fact that Canadian Flour would come into New Brunswick duty free, whilst at New York it is subject to 90 cents per barrel, with a proportionate duty upon all other Canadian exports. Let us compare the relative distances by land, commencing at Montreal:

By the American Road.		Miles.
From Montreal to Boston,		310
“ Boston to Calais, via Portland,		360
“ Calais to St. John,		70
		740
By the British Road.		Miles.
From Montreal to Quebec,		180
“ Quebec to St. Andrews,		300
		480
Or, by Branch to St. John,		40
		520

Making a saving of distance on the whole line from Montreal to St. John of 220 miles, or to St. Andrews of 260 miles, in favor of the British road. The distance from Boston to St. John is less, however, by water than land; but our object at present is to compare the distances by land only. It is evident, therefore, that in the event of a person landing at Halifax and bound for Quebec, after the completion of the Great European and North American Railway, and the St. Andrews and Quebec Railway, would save, at least, 220 miles in travelling by the British road to Montreal in preference to the American line; and as a matter of economy, both of time and money, he would, of course, select it.

Have we then no sympathy with our sister Province of Canada? Are there no ties that bind us to each other? Do we not look and cling to the same parent stock?—And are we not identified in one common interest? Look to it Canadians! Portland is straining every nerve to divert the trade of your noble Province—her iron hand is nearing you!—Quebec must, in the completion of the Portland and Montreal Railroad, inevitably sink! Can it be otherwise in the nature of things: the stream that now supplies her mercantile wants, the current that floats down her commercial support, will be cut off, and a new direction given to it. There is but one remedy, and one only,—let her unite her energies with the St. John and St. Andrew's people; their road is making now towards that City. In the Fall of this year a locomotive will be plying from St. Andrews to the head waters of the Digdeguash; in 1852 it will be completed to Woodstock; and should a corresponding zeal and activity be manifested on the part of the wealthy inhabitants of Canada, there will be one Iron Highway in British America that will give a new character to the colonist, and a new appearance to the country.

A COLONIST.

31st January, 1851.

We find the above communication in the *St. John Courier*, which we publish because it contains many good arguments in favour of a Rail Road from Quebec to St. Andrews and St. John; but the writer is evidently at fault when he attempts to build this road at the expense of opening the Navigation of the St. John. We are anxious to see both works completed, and feel satisfied that no one thing will do as much towards building the iron road, as will a water communication to Canada by the way of the St. John. Any one at all acquainted with the matter will agree with us that sufficient trade and travel cannot be had at present between the country below Quebec and New Brunswick to make these improvements profitable. We must look further west—we must have a share of the trade with Canada and the Great West. This can be done by making a passage for large vessels from the St. Lawrence to the sea by the way of the St. John. We have already stated that six millions of people inhabit the country west of Canada, they are compelled to send their produce by rail way and canals to New York and Boston. Their vessels are useless six months in the year, and they want a way to the sea—they are anxious to ship their produce in their own vessels, and carry on that trade for themselves that is now done for them by the merchants of New York and Boston. By opening this communication Quebec and St. John will in a very short time rank with the first cities in America. They will draw to themselves a trade that is fast building up the eastern cities in the great republic. The population of both countries will be rapidly increased, and an increase of trade and of population will of course increase the travel—a rail road will then be required and will prove profitable. A Colonist speaks of the heavy sum that would be required to complete this project, and of the preference shewn to rail roads over canals. It would require three times as much to build the rail road as it would to complete the water communication. The first would not draw off the trade nor travel from the American roads, theirs is a shorter route, and unless greater facilities are offered them they will continue it. We would also remark that on the canal from Buffalo to Albany a distance of 360 miles, a barrel is carried for 62 cents and the profits are 3 times greater than on the rail road where 5s per barrel is charged. Look too at the immense amount of water power that would be gained by the erection of these dams on the St. John. Mills at these places could be kept in operation the year round, and the privileges would yield a handsome revenue, but we must drop this part of the subject at present, to notice a few remarks just handed us. We applied to a Gentleman in this Village (who has travelled much in the United States and Canada,) for his