

We had purposed making some remarks on the advantages to be derived by the Southeastern and Northern parts of Maine on the completion of the St. Andrews and Woodstock portion of the Quebec line of Railroad, but the subject is so well handled by a writer in the *Calais Advertiser*, that we deem it quite sufficient at the present time to give insertion to that article, satisfied that from the ability of that gentleman, and his knowledge of the localities, it is well worthy of a careful perusal. We have always been of the opinion that contemporaneous with the period our railway shall have been built as far as the mouth of the Aroostook, we shall see a branch line from it up the valley of that fine river—indeed we should wish to see the people in the vicinity of Fort Fairfield stirring themselves in this matter at once, as they are very much in want of a way to carry their sawed lumber round the Aroostook Falls which of itself, apart from its being a link of the contemplated branch, would yield a fair return.

THE ARESTOOK COUNTRY AND WOODSTOCK RAIL ROAD.

Gov. Hubbard says, in his recent annual Message, that the natural outlet of the Aroostook valley is the Penobscot; and of course it follows that Bangor is the natural centre and entrepot of its trade. We deny the truth of the Governor's allegation; though without intending to impeach his veracity. The Governor is doubtless an honest man, and believes what he says. But he is mistaken. We quite agree with him, however, that the St. John, though the waters of the Aroostook fall into that river, is not the natural or convenient outlet of the Aroostook country. The St. John river is too circuitous, and too shallow for rapid or easy transit. The city of St. John, at its mouth, is upwards of two hundred miles from the mouth of the Aroostook river; while the distance to Bangor from the same point is but one hundred seventy-five miles. With like easy modes of communication Bangor is thus the most easily reached of the two places. But there is another outlet of the Aroostook valley, and of that part of the State which lies contiguous, especially to the North, and embracing the whole Madawaska country, that is far nearer than either. We mean the mouth of the St. Croix. Calais, and St. Stephen on the opposite shore, are much the nearest and easiest points of access to tide water, afforded to the Aroostook country. And when we consider the state of forwardness in which the Railway leading from St. Andrews, to Woodstock on the St. John river, now is, and the excellent prospects of its early completion, afforded by the liberal action of the New Brunswick legislature at its last session, we are confident that it is the outlet which will be soonest opened.

The distance from the mouth of the Aroostook to Calais by the St. Andrews & Woodstock railway route, is but one hundred and twenty-five miles—shorter than the distance to Bangor by fifty miles, and shorter than to St. John, by upwards of seventy-five miles. All other things being equal, therefore, the trade of the Aroostook and upper St. John country would seek the seaboard at Calais. But other things are not equal; we have the advantage. When we reflect that one half of that fertile region lies on the East of the St. John river and within the jurisdiction of Great Britain and a market for whose products must be found within the English territory, we find reasons that positively control our convictions, that Calais and St. Stephen are the inevitable outlets for the trade and travel of the whole upper St. John country.

A rail-road from Woodstock to Calais and St. Stephen, will accommodate the trade and travel of both sides of the line, the English and the American; while a road from Houlton to Bangor could accommodate but that upon one side. The profits of the English road would there be double that of the American, and thus we might be sure it would be the first to be built, had we no other and more specific grounds for this judgement. But we have better.

The St. Andrews and Woodstock Railway is already in process of construction. This road though but seventy-five miles long, will reach from the seaboard to Woodstock on the St. John; a point which is, owing to the circuitous nature of the river, no less than 150 or 160 miles distant from the city of St. John. A branch of that road, when it is completed, will lead direct to St. Stephen and Calais. This branch will be its main outlet. The road will be graded some forty miles by the close of the coming summer, and the subscription to its stock in England, and the late important grants of land and credit to the road by the Province of New Brunswick, are reckoned to be enough to defray the entire expense of completing it. So that the execution of the work may be set down as certain, and within a reasonable time.

Another and most important consideration is that the whole upper country including the valleys of the Aroostook, the Allagash, and that of Fish River, within our own territory; and those of the Tobique, the St. Francis, and of the main St. John within the British, have a water communication to Woodstock. When the road to Woodstock is completed, then we are in connection with every portion of that part of the State and of New Brunswick, and the entire trade and travel of that vast section must centre at Woodstock and pour over the road. The fact that Woodstock can be reached easier from the interior by the waters of the St. John and its tributaries, avenues already formed by nature, than any other point far inland as Houlton; and the fact that Woodstock itself is one hundred and sixty miles from the mouth of the St. John river and only seventy-five miles from the sea-board by the way of the railroad; demonstrates the fact that the road in question must secure the entire trade and travel of the interior. In fact the road taps the St. John river at Woodstock and cuts off everything above, in the city at its mouth, and diverts to Calais and St.

Stephen, while Bangor cannot reach an inch of the country in the valleys referred to, except overland. She must lay her rails to every point whose trade and travel she would secure. In the first place, she must build a railroad of a hundred and twenty miles to Houlton, and thence fifty miles more before she will reach even the banks of Aroostook. All this may be accomplished by future generations, but certainly it will not be done by the present. But when all shall be done, the great advantage will still remain to us, of a shorter distance and a double market.

The latter is offered to the upper country by the Woodstock route terminating at Calais. When the valleys of the upper St. John and the Aroostook, send their products hither, they will stop on the British side of the line if they are most wanted, and will bring the best price there; or, if it be otherwise, they will come to the American side. On the other hand what is wanted for country consumption that can be bought cheapest in the English market will be taken from St. Stephen; what can be got cheaper on this side, will go from Calais.—There is no question that the advantage of a double market is very great. People living upon the line understand this perfectly. In this respect, therefore, things are far from equal. We have the advantage.

Thus we have, we think, shown that we have the best ground for controverting the declaration of the Governor, that the Penobscot is the natural, or is to be, the chief outlet of the Aroostook country; and that the trade and travel of the extensive and fertile agricultural region in the North East of this State, must find its way to Bangor.

In the first place we show that we are nearer to that country than Bangor is, by fifty miles, or more than one third the whole distance. An advantage of the most decisive and controlling character. Again, that we are within seventy-five miles of Woodstock, which point is within water communication of the whole country above. Next that we afford here the advantage of a double market to a country that must have it from the circumstance of its belonging to different governments, and which would choose it for the manifest advantages it affords to both sides of the line. And lastly, that we have a railroad underway which will be open all the way to Woodstock, thus penetrating the entire country in question, before Bangor can construct even her much talked of road to Lincoln; which, when completed, will still be, at its nearest point, eighty miles from Houlton, and one hundred and thirty from the Aroostook. Need we say more?

We cannot omit this occasion to observe, that Calais and Stephen have a very great stake in the active prosecution of the St. Andrews and Woodstock road. Ten miles of that road are already graded, and thirty two miles more already under contract, or on the point of being so, while the prospect of the entire completion of the road to Woodstock within three years, is highly flattering.

Of all the railroad enterprises affecting our interests, no one compares with this in importance. It will open to us the great upper valley of the St. John and its tributaries, comprising twelve thousand square miles of the richest agricultural and mineral region east of the Hudson. This country is already extensively settled, and the theatre of great lumbering operations, that have been growing in magnitude and profit ever since the negotiation of the Ashburton Treaty. The great St. John bends down toward us at Woodstock as though looking for an outlet here. But what nature has denied, art is about to furnish. A glance at the configuration of the country will show that the most natural and easy way out of the upper St. John valley, is by railroad from the bend of the river at Woodstock, directly south to St. Stephen and Calais. Such a road will do more for the business and prosperity of Calais than all our other prospective resources of wealth and advantage, put together. And it is high time our citizens, and our neighbors over the way, were more fully awakened to the fact. For, from this enterprise, Calais and St. Stephen must derive equal benefits. Let us at least, manifest a hearty sympathy in the undertaking of our St. Andrews neighbors, if we afford no more substantial aid. The enterprising and indefatigable President of that road deserves the sincere acknowledgments of the people of this entire valley, for his assiduous labors in pushing it forward. Those labors will in the end be to him a crown of unfading honor.

J. S. P.

In the House of Lords on the 15th, Lord Stanley rose pursuant to notice to put a question as to the recent proceedings in the Legislature of New-Brunswick, respecting the railway from Halifax to Quebec. A bill was at present under consideration in the United States for the construction of a line of railway, communicating between Lake Superior and the Pacific, which would give increased advantages to those states by making their territory the great highway between the Atlantic and the Pacific; and there was every reason to believe that that bill would soon be passed into law. Now, it appeared that the Colonies of Canada, New-Brunswick, and Nova-Scotia, had made a proposal for the construction of what he considered to some extent as a competing line, which would greatly develop the resources of those colonies; but the Colonial Office in this country had not acceded to their proposal; and, on the other hand, the Legislature of New-Brunswick had refused to undertake the construction of such a line on the terms which had been offered by our colonial officer. He wished to ask the noble Earl, the Secretary for the Colonies, whether he had any objection to lay on the table of the house such information as he had received with regard to the resolutions adopted by the Legislature of New-Brunswick, upon that subject; and next whether Her Majesty's Government were prepared to take any new steps to meet the views of the Legislature of New-Brunswick?

Earl Grey said he had no objection to lay before the house any information he could give, upon that subject, although that information was at present very imperfect.

He should say that he did not consider that anything that had as yet taken place in New-Brunswick would necessarily prevent a satisfactory settlement of the question.

Lord Montague said, he had heard with much pleasure that there was no reason to believe that that subject might not yet be satisfactorily settled.

Married.

On Wednesday the 4th inst., by the Rev. W. A. Coleman, Mr. Charles H. Mills to Miss Matilda Jane Stone, all of the Parish of Wakefield.

NEW ADVERTISEMENTS.

LOYAL ORANGE ASSOCIATION.



THE ANNUAL MEETING of the ORANGE GRAND LODGE OF NEW BRUNSWICK, for the Election of Officers, and the transaction of business, will be held at the Brunswick House, in the City of St. John, on Wednesday the 18th day of June, at 10 o'clock, A. M.

County Masters and others are particularly requested to be punctual in handing in their RETURNS and DUES, and as business of importance will be brought before the meeting, a punctual attendance is requested.

By Order of the R. W. G. M.
R. C. MINETTE, Jr.
Grand Secretary.

St. John, May 30, 1851.

DON'T FORGET.

THE Subscriber has placed all Notes and Accounts due him for the "WOODSTOCK TELEGRAPH" in the hands of his Agent, Mr. JOHN STAVENS, with directions to proceed to their collection forthwith. Persons interested in this arrangement will govern themselves accordingly.

JAMES McLAUCHLAN.
Woodstock, 9th June, 1851. [1w.]

TO THE LADIES.

THE Subscriber has received in addition to his former stock of elegant articles for the Toilet, Bogle's Hyperion Fluid, for the Hair, Hebeasone, for rendering the complexion soft and transparent, and removing eruptions on the skin.—Also—Camee and Honiton Lace Paper, with Envelopes to match.

May 9. W. L. FERGUSON.

PAINTS, OILS, VARNISH, &C.

THE SUBSCRIBER has received a full supply of Paints, Raw and Boiled Oil, Copal Varnish, Window Glass, 8 X 10, 10 X 12, 11 X 15, 14 X 16. Paint Brushes, Sash Tools, Logwood, Redwood, Rustic, &c

W. L. FERGUSON,
Market Square
Woodstock, June 9, 1851.

HEWES' HORSE AND OX LINIMENT

FOR Scratches, Harness Galls, Sprains, Spring and Stiff Joints, Bruises and Fresh Wounds, and is the best application for Wind Galls, and tumid affections. This Liniment will also be found a superior remedy for Rheumatism.

For sale by
W. L. FERGUSON.
Woodstock, June 2, 1851.

DR. JAYNES' MEDICINES, AND MOFFATT'S PILLS AND BITTERS.

FOR Sale at the Drug Store of
W. L. FERGUSON.
May 9.

HARDWARE AND IRON.

Received ex Ship, "Onyx," from Glasgow, "Titania," and "John S. De Wolfe," from Liverpool, and "Caros," from London, a full and general supply of all descriptions of Hardware, suitable for Town or Country use; among which there are—

CASE STEEL, Spring Steel, and Blistered Steel; of all sizes;
Plough, Plute, and Hoop Iron, of all sizes;
Bar, Bolt, and Square Iron, do
Iron Wire, of all sizes; Wrought and Cut Nails, do
Wrought and Cut Spikes, of all sizes;
Iron Pots and Bakekettles, do
Extra Covers for do
Griddles and Frying Pans, do
Iron and Steel Shovels and Spades, of all sizes;
Iron Rivets, and Tacks, do
LOCKS, and HINGES, of all kinds;
Carpenters' Tools, do
Shoemaker's Tools, do
Bell Hanging, and Wire, do
CUTLERY in great variety, of all kinds
PAINTS and OILS, do
Salmon Twine, and Cordage, of various kinds; and also
Sheet Iron, Sheet Lead, and Tin Plates—all kinds;
Putty, and Window Glass, do
Harness Mounting for Saddlers, do
Waggon and Cart Boxes, do
Patent Axles and Steel Springs, do
Chian Traces and Steel Traps, do
Shovel and Tongs, and Fire Fenders, do
Glass Ware, and Tin Ware, do
Scythes, Sickles, and Reaping Hooks; do
Fowling Pieces, Powder Flasks, Shot Bags, and other items
Gun Locks—Percussion and Flint; Pistols; do
Shot and Powder; Wire Cloth, assorted No's; do
Pit Saws, Cross Cut Saws, from 4 1/4 to 7 feet;
With an extensive assortment kept constantly on hand of every other articles as the Country people require; for sale at the old well known stand fronting Phoenix Square.

ROBERT CHESTNUT
Fredericton, June 4, 1851. 4w.

NOTICE.

THE Subscriber, having been called away on business for a few weeks, has appointed CHAS. H. CONNELL his agent to act for him during his absence, and requests all persons indebted to the SENTINEL to make immediate payment to him. All communications and other matters intended for insertion in this paper will be addressed as usual.

JAMES S. SEGEE.