

## THE CARLETON SENTINEL.

WOODSTOCK, JUNE 3, 1851.

**RAILWAY DELEGATION.**—The more we think about it, the more are we satisfied, that the Delegates from these Lower Provinces in going to Canada, should take the route via Woodstock and the Grand Falls. We should press this upon the Honourables, Messrs. Chandler and Howe, as it might be overlooked in the hurry of their departure. Certain it is that by pursuing this plan, they will go to Toronto with a better knowledge of the Country over which the Railway is to pass, than they would by passing through the United States, the way commonly adopted. We would urge the consideration of this upon the Government, should they not have already attended to it. A word to the wise is sufficient.

The Resolutions passed at a public meeting recently held at Dalhousie, Restigouche, upon the subject of the Halifax and Quebec Railway, shall appear in our next, together with some comments upon the same. They are calculated to mislead the unwary, and put our Government in a wrong light before the Sister Provinces. Bad as we judge our House of Assembly to be, yet in this instance we think they have pursued the best course that could be adopted, under the circumstances. Indeed the Railway Facility Bills, are the only ones which received anything like a unanimous support; though it is our opinion they will not receive the sanction of the Imperial Government, at least this year. At the same time, we are satisfied, our Legislature will support but one line to Quebec, through British territory, and that by the way of Dorchester, St. John, St. Andrews, Woodstock and Grand Falls.

**PROVINCIAL APPOINTMENTS.**—For the County of Carleton:—William Connell, Esq., to be a Coroner in the County of Carleton, in the room of the Hon. C. Connell, resigned. Ralph D. Beardsley and Robert A. Hay to be Commissioners to build a bridge over the Maduxnakik River, at the Woodstock village. Michael Campbell to be Commissioner to expend £250 on the Road from Hannah's to the River de Chute.

For the County of Victoria:—Michael Tighe to be Supervisor of the Road from the Grand Falls to Green River, and from the Lower Landing to the American Boundary, in the room of John Emerson, resigned. Charles Hughes to be Commissioner to expend £20 on the Towing Path, on the east side of the Madawaska River. Michael Curran to be Commissioner to expend £20 on the Towing Path, between the Aroostook and the Grand Falls. Francis Tibbits to be Commissioner under the Art. 12, Vict. Cap. 19, for the Parish of Perth, Carleton, in the room of G. H. Giberson, deceased.

**TEMPERANCE DEMONSTRATION IN HOULTON, MAINE.**—On Saturday last, a Procession of the Aroostook Division, S. of T. came off at the above named place, accompanied by members of Woodstock and Melancthon Divisions, and Cadets of Temperance. The Procession was formed about 11 o'clock A. M., when it marched from the Division Room, out towards the Boundry Line, about two miles where it turned, and retraced its steps back to the starting place, where it was joined by over 130 Ladies, and then proceeded to the Unitarian Meeting House, when several very appropriate addresses were delivered, after which it continued on to the grove in that place, where the whole Procession, numbering in all about 600, sat down to a most sumptuous table, filled with the luxuries of this life, to which ample justice was done. In the interval some short addresses were delivered, intermingled with pleasant songs. The Ladies of Houlton certainly deserve credit for the taste they displayed in furnishing the tables. In short, everything seemed to accord with the transaction, for the day was a lovely one; and it must be gratifying to the lovers of Temperance to see such an interest manifested in behalf of the cause in that place.

"THE TIMES."—We omitted last week to notice this periodical. It takes the place of the "Amaranth," and is published in Fredericton by Mr. George F. Brannen, late the proprietor of that paper. From a hasty glance over its columns, we should think the Editorial Department was in the hands of one, every way qualified for the task. His course would seem to be an independent one—striking alike at all, in advocating measures of reform and correcting the abuses of the day. We wish our contemporary of "The Times," every success, and a full share of that patronage its merits would seem to deserve.

The Bye-Road Grants, together with the Commissioners appointed to expend the same, shall appear in our next.

The erection of the Line of Telegraph is being rapidly proceeded with, and stretching from Quebec and Fredericton towards our County. By August we shall probably be in communication with our sister Colonies as well as the United States.

By the kindness of R. English, Esq., we have been favored with a copy of a speech delivered in the Senate of Missouri, by the Hon. Thomas Allen, on the construction of the Pacific Railroad, &c. Though not particularly applicable to us, it yet treats largely on the subject of Railways generally. It is too long for insertion, and we have not time to make anything like a synopsis of it—Any one wishing to see it, may have that privilege by calling at this office.

On the 24th ult., the schooner *Richmond* cleared from Fredericton for Boston, with a cargo of Shingles, Potash, and Oats, the produce of this County, and owned by Mr. Raymond, of this place.

**THE RAILWAY.**—We understand that the Hon. Mr. Chandler has been appointed as Delegate from New Brunswick to attend the Railway Convention in Canada. We learn that the Hon. Mr. Howe, from Nova Scotia, will meet Mr. Chandler at Dorchester on the 1st of June, and that they will proceed to Toronto. We have no doubt that Mr. Chandler will satisfy the Convention that New Brunswick, in offering upwards of a million acres of land and £20,000 a year towards the Halifax and Quebec Railway, has done quite as much as she ought, or, indeed, can do. We have every disposition to look with favour on this great scheme, but regarding it as an Imperial and Colonial measure, and entirely unremunerative as far as New Brunswick is concerned, we can see no prospect of its being accomplished unless the British Government, together with Canada and Nova Scotia, the parties chiefly interested, undertake to bear their fair proportion of the cost. We are satisfied that the people of this Province have fully made up their minds, that neither this nor any other such public work should be undertaken as a Government measure, nor that the whole Provincial revenues should be mortgaged for any object whatever.

From all we can learn, Canada will take the same stand that New Brunswick has done, and we trust that Mr. Howe, finding that he has made a mistake, will retire and allow the magnificent enterprise brought forward at the Portland Convention to be carried out.

Of course it matters not to us whether the Nova Scotia portion of the European and North American Railway be constructed as agreed upon, or be undertaken by Government. All we ask is, that it be done. If the people of that Province can persuade the British Government to lend them the money, it is well, but it seems to us to be selfish, unfair, and foolish to ask us to build Five Hundred Miles of Railway, so that they may get the loan of money at 3 1/2 per cent. to build their 130 miles.

As it is entirely out of the question that this can ever be thought of, we trust that they will, as speedily as possible, come down to common sense, and go to work in one way or another.—*St. John Courier.*

The balloting for City Councillors on Monday last fully sustained the quiet and efficient character which it acquired in the Election for Mayor. It is true, we have not yet all the details necessary to make the system perfect; but the principle is now well established; so well indeed that it has not elicited a single dissenting voice in this community. It will, and must shortly be adopted by the Province. We will return to this subject at an early period. The reports for the respective Wards are as follows:—

**KINGS WARD.**—Andrew Ritchie, 33; Alexander Block, 24; J. Gregory, 13; Joseph Segee, 4. Thomas Barker, Assessor.

**QUEENS WARD.**—R. Gowan, James Odell, without opposition. Henry S. Beek, Assessor.

**CARLETON WARD.**—F. McManus, 32; Joseph Myshall, 30; G. Troughton, 29; J. H. Reed, 10. Wm. Watts, Sr., Assessor.

**ST. ANNE'S WARD.**—James S. Beek, 116; W. D. Hart, 86; John L. Marsh, 64; Geo. S. Winter, 49. T. R. Robertson, Assessor.

**WELLINGTON WARD.**—William End, 38; B. C. Friel, 24; Thos. Temple, 24. Mr. Friel was returned by the casting vote of the returning officer. Thos. L. Simmons, Assessor.

In consequence of some informalities, which although they may have effected the returns, have nevertheless no bearing upon the main question of vote by ballot, several protests have been entered for the decision of the Council.—*Fredericton Reporter.*

**NEW-BRUNSWICK SHIPPING.**—We beg to draw the attention of our readers to a splendid new colonial ship, the *Beejapore*, now in the Brunswick Graving-dock, getting classed (for six years) and coppered. Parties interested in naval architecture, and who wish to see large carrying combined with fast sailing qualities, will do well to visit this ship, as her proportions are most beautifully symmetrical, while on the whole, it is possible that she will surpass the *Typhoon* for all mercantile purposes. We understand the builders have been very instrumental in elevating the character of our colonial shipping, and the *Beejapore* certainly does them infinite credit. She was built at St. John, N. B., and measures 1,676 tons register, and discharged equal to 2,500 tons timber. She is a three-decker. Her length of keel is 180 feet, or 193 over all; her breadth of beam 40 feet, and depth of hold 30 feet. The length of her mainyard is 80 feet, and of her topsailyard 64, her other spars being in the same proportion. She is the finest colonial ship we have yet seen, though we are led to believe that the *Eagle* and *Falcon*, now building, will be equally

beautiful, of which we shall be able to judge when they arrive.—*Liverpool Times.*

The *Beejapore* was built by Messrs. W. & R. Wright, of Saint John, and the above remarks from the *Liverpool Times* are well deserved by them. Their character as builders of fine first class ships is well known and thoroughly established.

The *Beejapore*, it will be observed, is favourably compared with the celebrated American ship *Typhoon*.—*Saint John Observer.*

THE LEGISLATURE OF MAINE was opened at Augusta on the 19th ult. We take the following extract from the Governor's Message:—

The St. John river labours under many natural disadvantages as a channel for its commerce. The distance from the heart of the Aroostook settlement down the St. John river to the city of St. John, is about 100 miles greater than it is from the same point to Bangor, and when arrived at St. John city, our own markets instead of being approached are farther distant. The navigation is interrupted by falls, rapids, and shoals, is impracticable even for rafts, through a large portion of the distance, except in seasons of high water, and at all times difficult and expensive. Added to this, there is an onerous, illiberal and unjust tariff on all our lumber and products, passing down this river, imposed by the cupidty of British legislation, contrary to the spirit, if not the letter, of the treaty of Washington; and it is likely to continue so long as the mouth of the river is within the exclusive jurisdiction of a foreign government.

A railroad from the Aroostook county to Bangor, a distance of about one hundred and fifty miles—would, in my opinion, independent of these foreign restrictions upon the use of the river, present for the present and in future a cheaper and more desirable means of transportation than the river itself.

The inexhaustible supply of cedar and spruce for spars and other uses—of ship and cabinet timber in every variety—of hard wood for all purposes—and of pine fit only for short lumber, and unsuitable for river running, needs some such convenience to a market.

Without the requisite facilities for transportation, this class of timber, so highly valuable to the industry and wealth of the State, must share the fate of the clearings in all our older counties.

In fact the operations in lumber on the whole of the St. John's waters, have thus far, if we except the revenue derived from stumpage and the sale of timber lands, added but little to the wealth of the state. The pine is becoming exhausted, and it has, up to the present time, gone mostly to the British market, in the form of ton timber and round logs, to encourage British industry and add to British capital.

The doctrine of free trade is undoubtedly the correct one, when it can be made reciprocal. Between us and our Provincial neighbours, there exists the utmost good feeling—they have been in most respects, liberal in their policy towards us, and we should cordially reciprocate such policy.

The attention of the Members of the ENGINE COMPANY is directed to an Advertisement in another column, for a meeting. Don't forget the day!—on Friday next at 3 o'clock.

## NEW ADVERTISEMENTS.

## NEW SPRING AND SUMMER GOODS.

WOODSTOCK, JUNE 1851.

The SUBSCRIBER has received per late arrivals, a large and varied stock of **STAPLE AND FANCY GOODS**, suitable for the present and coming Season.

## THE STOCK CONSISTS IN PART OF

SCOTCH CARPETINGS, with Rugs to match, Stair Carpetings, Druggets, Damasks, Moreens, Furniture Prints, Embroidered Muslin, and Harness Window Curtains, Sheepskin Mats.

Table Covers in Persian Imperial, Goblines, Tapestry, Worsted and Cotton, Table Damask, Linen Table Cloths, Napkins, Towels, Doylies, Osnaburghs and Huckabuck, Bed Tick, Twill'd and Fancy Regattas, Grey and White Cottons, Cotton Warps.

DRESS GOODS, in Irish Poplins, Glace Silks, Brocade Silks, Satins, Orientals, Cashmeres, DeLaines, Muslins, Organdies, Bourgies, Exhibition Lustres and Balmies.

A large variety of Long and Square SHAWLS, in Silk, Satin, Cashmere, Embroidered Indian and French Bargee.

Ladies Viscetts and Mantles in various qualities and shapes, Gingham, Prints, Parasols, Umbrellas, Hosiery and Gloves in variety, Collars, Chemisettes, Habit Shirts, &c.

Silk and Satin Handkerchiefs, Silk Neck Ties, Ribbons, Laces, and Edgings.

500 Ladies and Children's Bonnets, comprising all the newest styles of the Season, and which are now offered at very low prices.

Cloths, Cassimeres, Doeskins, Buckskins, Tweeds, Sattinette, Russell Cord, Linen, Drills and Corduroy; Silk, Satin, and Marcellines Vestings, Stocks, Braces, and a general assortment of small wares, including Cutlery and Haberdashery.

## —ALSO—

A Splendid Stock of **MADE CLOTHING** comprising Black, Brown, Blue, and Olive Cloth Frock and sack Coats, Cassimere, Doeskin, Buckskin and Cloth Sporting do. do. Cashmeret, Russell Cord and Lustre Summer Sacks.

Rich Embroidered Silk and Satin Vests. Valentin Velvet Cloth, Marcellines and Quilting Vests.

Also—A large stock of Superior Teas, which shall be sold at the lowest Market Rates.

Purchasers are requested to call and give the above Goods an inspection before purchasing elsewhere, as the subscriber feels confident it will be to their advantage.

MICHAEL M'GUIRK.

Woodstock, June 3, 1851.