

ENGLISH NEWS.

Arrival of the Canada!

SEVEN DAYS LATER FROM EUROPE.

By Telegraph to the Sentinel News Room.

HALIFAX, March 30, 1852.

The steamer *Canada* arrived this morning at half-past 7 o'clock, with Liverpool dates to the 20th inst., and 63 passengers, £15,000 in specie, and a good freight. She sailed for Boston at quarter before 9 o'clock.

The *Cambrja* arrived at Liverpool at 11 a. m. on the 16th; the *Baltic* at 9 a. m. on the 19th. Both encountered strong east gales during the passage. By this arrival there is a variety of interesting news. Business affairs were dull at Liverpool and London.

Cotton was in fair demand without animation, and in the early part of the week prices receded one-sixteenth, but rallied again on the arrival of the *Baltic*, and finally closed at previous rates.—Good weeks business done.

Bread Stuffs were greatly depressed, and prices of Wheat, Flour, and Indian Corn had receded.

ENGLAND.—The parliamentary proceedings were not of any moment, if we except the expositions touching the renewal of the Corn Law given by the Premier in the Lords, and by Mr. Disraeli in the Commons, on the 15th. Lord Derby said that the question at issue between the Free Traders and Protectionists would be decided at the next general election, repudiated any factious opposition, declared that he had no desire to go back to the law of 1846, nor wish to recur to the law of 1842.

He castigated the proceedings of the Anti Corn Law League, and implored their Lordships to apply themselves not to the reversal of Free Trade, but to such modification of the system as would mitigate the blows inflicted on the agricultural portion of the community, and alleviate the injustice from which they suffered.—He expressed the opinion that in regard to those who had suffered from the changes made, as being felt without a corresponding alteration in the expenditure thrown upon them. The moderate imposition of a duty producing a large revenue, and thereby enabling other taxation to be off, with hardly an appreciable effect on the food of the people, would be a more just, a more economical, and for the country a most advantageous mode of allowing relief. Lord Stanley concluded by declaring his determination not to shrink from the performance of his duty on the subject, if the sense of the country supported his opinion, but he would not overstrain the influence which belonged to the Government, nor would he abuse the high position in which his Sovereign had placed him, and by a bare majority force upon the country a measure against which a great portion of the country had expressed an opinion. Lords Grey, Clanricarde and Beaumont, considered the Premier's statement evasive and unsatisfactory, but Earl Powis considered that an attempt had been made to place Lord Derby in the position of first bidder at auction.

In the Commons, Mr. Disraeli, in answer to an interpolation of Mr. Villiers, respecting the principles and policy upon which the Government intended to regulate the foreign commerce of the United Kingdom, and especially that part of it which was engaged in the supply of corn, made a statement similar to Lord Derby, and announced that the Government were determined to prosecute their measures during the existing Session, viz: the St. Albans Disfranchisement Bill, and the Chancery Reform Bill. Lord John Russell and Sir James Graham defined the opposition they intended to give to the commercial policy of the Government. Mr. Secretary Walpole, after comparing the conduct of the Government with that of Mr. Peel, warned Lord John Russell how he allied himself with Democrats, and concluded by an earnest vindication of the course pursued by the Ministry.—Mr. Gladstone objected to Mr. Walpole's arguments for delaying the dissolution of Parliament, but Lord Palmerston considered that ministers should receive all due forbearance, as their position was anomalous and unconstitutional, but being accidental, involved them in no blame. The subject was then dropped.

In the Lords on the following evening, Lord Derby promised to appoint and investigate the movements of the Irish National Education Board, with a view of investigating the opposition of the Irish clergy. Mr. Napier, the new Irish Attorney General, had moved for and obtained a committee to inquire into the Ribbon system in Ireland.

On the 19th Lord Derby in the Lords, and Mr. Disraeli in the Commons, announced their intention to dissolve Parliament as soon as the Militia Bill and other measures were passed.—Great uncertainty prevailed as to the period when Parliament would be dissolved, nevertheless the two great parties, Protectionists and Free Traders, were busy for the electioneering campaign, and all the leading constituencies had been addressed by candidates aspiring to the office of Representatives.

IRELAND.—Lord Eglinton had held his first levee and drawing room, which was most numerous attended for beyond anything known

since the days of Earl DeGrays vice royalty.

FRANCE.—M. Carnot, opposition candidate, had been elected for the 4th conscription of Paris.

SPAIN.—The Government intend to reinforce the Garrisons of Cuba and Porto Rico by an addition of 3 or 4000 thousand men.

PORTUGAL.—The Portugese Cabinet had been completed. It is said that such a talented Ministry has not existed for many years at Lisbon. The reform of the charter was likely to be carried.

AUSTRIA.—Lord Derby's accession to office had given satisfaction in Austria. The Government resolved to abstain from their reprisals upon English travellers from the countenance given in England to the refugees.

INDIA AND CHINA.—The Overland Mail had arrived in London. There was little additional news respecting the Burmese war. The Governor General is anxious to avoid hostilities.—The Persians had invaded Herat and were likely to be successful. The war was continued in the South of China. Seventeen American whalers were in Hong Kong harbor.

AUSTRALIA.—Sydney advices had reached Liverpool to the 13th December. Provisions were exceeding dear, but not scarce,—place quite deserted, so many people going to the diggings, where gold exists in great abundance; women getting as much as 10s. per day for discharging vessels.

THE CARLETON SENTINEL.

WOODSTOCK, APRIL 6, 1852.

Progress of the B. N. A. Colonies.

We commend the following interesting article, from the *Quebec Morning Chronicle*, to the attention of our readers. What Canada now is, New Brunswick may soon be if we but follow in her footsteps. We must have neither croakers nor obstructionists if we expect to emerge from our confined and sickly state, and above all our public men must divest themselves of selfish feelings and narrow prejudices, and legislate for the good of the Country at large.

The British North American Colonies are, proportionately, increasing more rapidly than the United States. This is attributable to the attention which our legislators are paying to public improvements. Having been in a great measure thrown upon their own resources by the free-trade policy of the mother country, the Colonies have lately been doing all they can to render themselves self-supporting, and in some measure independent of imperial legislation.—Soon after the adoption of the free-trade policy, the attempt was but too successfully made to increase our intimacy with the United States, in the hope of gaining from our southern neighbors some compensation for the loss of certain privileges in the markets of England. The mother country, far from standing in our way, lent us her countenance. She advised us, as it were, to depend less upon her than we had been in the habit of doing, and more upon ourselves, and we set about measures calculated to make us less dependent upon her, with creditable earnestness. But we did not altogether pursue the policy which was so obviously our interest. We sought for another leaning post, and fastened upon the United States. Thrown off from Great Britain, we looked to that great country south of us, and the Montreallers went so far as to openly proclaim their desire for annexation to her. Blameable and short-sighted as this course undoubtedly was, it was not unnatural. On the contrary it was just what might have been expected, for it only showed that the colonies were quite unprepared for the sudden abandonment of their natural protector, and afraid to trust to themselves, longed for further support, and were seizing at whatever presented itself. Our elder brethren of the United States did not, however, take us by the hand, but rather left us crawling about, to their great amusement, doubtless, and to that of the mother country. But this non-interference has been of service to us. Now, we are fairly on our legs, and have been entrusted with the management of our own affairs. The Post Office and the Custom's Department have been placed in our charge, and we have been permitted to throw open to the Foreigner the navigation of our great river and that of the magnificent chain of lakes which empty themselves into it. The construction of railways and of lines of steamships have engaged attention; and, indeed, every effort has been made to render the Provinces self-sup-

porting. There are now the following lines of Railway in operation, or in course of construction:—

The Champlain and St. Lawrence road, with a capital of £150,000, commencing opposite the city of Montreal, on the South shore of the river, and thence to St. Johns, 18 miles, and from St. Johns to Rouse's Point, 23 miles; the Montreal and Lachine road with a capital of £125,000, between the city of Montreal and the village of Lachine, 8 1-2 miles; the Lake St. Louis and Province line, with a capital of £150,000, connecting with the Lachine Railroad at Caughnawaga; the St. Lawrence and Atlantic road, with a capital of £600,000, forming a direct line of communication of 293 miles in length, between the city of Montreal and the city of Portland—and completed from Montreal to beyond Richmond; the Bytown and Prescott road, with a capital of £150,000 to connect Bytown with the river St. Lawrence opposite Ogdenburg, a distance of 53 miles; the Quebec and Richmond road with a capital of £650,000, to connect the city of Quebec with the St. Lawrence and Atlantic railroad at Richmond, a distance of 75 miles; the Toronto Simcoe and Lake Huron road, with a capital of £500,000, to connect the city of Toronto with Lakes Simcoe and Huron; the Great Western road, with a capital of £1,500,000, from Hamilton to Windsor, a distance of 228 miles; the Rawdon and Industry road, with a capital of £12,000, connecting the villages of Rawdon and Industry; the St. Andrews and Quebec railroad nearly completed to Woodstock, in New Brunswick; and the grand trunk line from Halifax to Quebec it is believed will be undertaken, without the help of the Americans and with the aid of Great Britain, an aid which if afforded will do much towards making us look for any assistance which we may hereafter need, in the right direction.—Causing a vast expenditure of money and giving employment to many thousands, the making of these roads must of course tend to increase still more rapidly the population of the Provinces. They ought to be indeed sufficient to divert the stream of emigration from the United States to the Colonies, where gold is now certainly to be had in return for digging. The enterprise of public companies and of the State Governments of the Union induced emigrants to settle there, and favorable reports of the first settlers drew their friends after them and turned the stream of emigration into the United States, which by reaction gave a spur to further enterprise, and indeed built those grand lines of railroads with which the States are now intersected, and those magnificent steamers with which the rivers of the republic are covered; and it is not too much to expect that that which has been so beneficial to the United States will produce similarly beneficial effects in Her Majesty's possessions in America. Lord Stanley will surely endorse Colonial Railway paper as liberally as his predecessor would have done, and Sir John Pakington will, of course, do all he can to render the Colonies, as he himself has recommended they should be rendered—self supporting.

The *Christian Visitor* of the 26th ult., contains an extract from a note written by the Post Master General, in reply to complaints similar to those made by us. We direct the attention of those of our subscribers, living out of the County, who do not receive the *Sentinel* regularly, to this note. All they have to do is to write at once to the Post Master General, stating clearly the causes of complaint, and we have no doubt the matter will receive an immediate investigation. Complaints of a general nature made through the columns of our paper, cannot, we are aware, come under the notice of the Post Master General, we do not expect it, but one direct and special, such as the *Sentinel* being a whole week in passing from Woodstock to St. John, and this of regular occurrence, we humbly conceive should be inquired into at once.—The following is the extract referred to:—

"It would be more satisfactory if you would in the columns of your newspaper invite any subscriber who may have any irregularity to complain of, at once to refer the matter to me; the immediate investigation of the complaint will give some probability of the blame being brought home to the proper parties, which is impossible to do with complaints made in general terms which have happened some time previous."

Below we publish by request a list of Kent Parish Officers for the ensuing year. In this list we find the names of several subscribers, and of many more who should be. We cannot see how any man can fill an office either in County or Parish, unless he informs himself of what is going on around him, in his own Parish as well as in others; to do this he should take the County paper. Another reason why newspapers should be taken more generally in that Parish is, because the Inhabitants are anxious that the Courier who now goes no further up than the Monquart, should go to the upper end of Kent. They cannot expect the Government to establish a way office and pay a Courier if there is nothing for him to do, the people must first create a business and then they can apply for a courier with something like a show of reason. At the present time a package can be made up and directed to some central place in the Parish, where all can get their letters and papers without any difficulty, this package can be sent to the Post Master at the Monquart, who can find an opportunity almost every day in the year to forward it to its destination; at all events we will give it a trial this week and send the paper to all the leading men we are acquainted with in Kent. Any one not wishing to become a subscriber has only to send the paper to the way office at the Monquart, marked refused, and it will be returned to us; all who do not return it will be considered subscribers. Our terms will be found at the bottom of the eighth page.

List of Parish Officers for the Parish of Kent for 1852.

John Giberson, Brighson Woodard, Alexander Hawthorn, Commissioners of Highways; Samuel Giberson, John Taylor, George Milberry, Trustees of Schools; Samuel Giberson, John Taylor, Alex. Hawthorn, Assessors of Rates; Murphy Giberson, Robert Demerchant, George Milberry, Overseers of Poor; Charles Rogers, David Currie, James Giberson, Nathaniel Woodard, Abraham Cox, jr., Constables; Wm. Rogers Robert Woodard, Alex. Hawthorn, Fence Viewers; Richard Barker, William Jones Daniel Duley, Pound Keepers; John Giberson, William Summers, Abraham Cox, Surveyors of Lumber; William Rogers, James Lockhart, Charles Rogers, Richard Barker, William Giberson, George Demerchant, Robert Hawthorn, Benjamin Gee, Edward Kinney, William Grant, Robert Pierce, junr., Abraham Cox, junr., Surveyors of Highways; John Hawthorn, William McDougal, Joseph Armour, Joseph Giberson, David Currie, Robert Pierce, Daniel Barker, Hogreeves, and Field Drivers; Nelson Turney, Robert Woodard, Thos. Fitzherbert, Overseers of Fisheries; Nelson Turney, Ferryman; Geo. Milbery, Collector of Rates, and Parish Clerk.

The *Miramichi Gleaner* copies our remarks on the requisition to the Hon. Mr. Street, and says: "We question much if there ever was a paragraph penned, containing grosser perversion of facts than the above, and this is well known to every inhabitant of this County."—If the *Gleaner* will inform us how we are to arrive at a different conclusion than we have already done, we will be much obliged to him.—At the last election in a County numbering some ten or twelve hundred voters, Mr. Street was returned by show of hands. The requisition in question was signed by 118 names, is it not fair then to presume that the majority have not withdrawn their confidence from Mr. Street.—The Editor of the *Gleaner*, we see, signed the requisition.

TO CORRESPONDENTS.—"A Lover of Truth" is received, but it came too late for insertion in this number. We have no objection to publish this communication as it involves a question in which the public are interested—the expenditure of their money, but as the correspondence contains nothing but charges and denials, we would suggest the propriety of both parties naming a respectable person each, to visit the ground as soon as the snow is gone, who shall report whether the work has been done or not, and let them report through the *Sentinel*; this will end the matter and show which party is right.

We have been favoured with a copy of a Speech on a plan for shortening the transit between New York and London, delivered by the Hon. I. WASHBURN, Junr., of Maine, in the House of Representatives March 10th, 1852.—We will have occasion to refer to this speech more particularly at a future day.