

will its solemn hills and silver lakes present to the artificial, manufactured splendour which she will leave behind her. My life on Her Majesty will relish nature more than art after all; and would give fifty Crystal Palaces for her "Highland home."

## COMMUNICATIONS.

[FOR THE CARLETON SENTINEL.]

MR. EDITOR,—I take the liberty of asking through your paper, why it is that the vacant seats in the Executive Council have not been filled up. Surely the Counties of Charlotte and Carleton have a right to be represented in that body. I attach its proper meaning to the word Representation, while I am not ignorant of the fact of Mr. Hill being a member of the Council. Of Mr. Hill as a private gentleman I know nothing, certainly nothing to his disadvantage; but of his capacity to effectually fulfill the duties of an Executive Councillor, I am sure his best friends would wish the least to be said.

Allow me also to ask if it is true that George Hayward Esq., is to be appointed Surveyor General, and if the Government have been so infatuated as to appoint Mr. Gilbert a judge of the Court of Common Pleas, in disregard of the prior claims of Mr. Earl? I have, with yourself, been a supporter of the present Government, but I cannot, nor do I see how any one can attempt to justify such appointments.

Yours, &c.,

A SUBSCRIBER.

Woodstock, July 24, 1851.

To the Editor of the Carleton Sentinel:

SIR,—By giving publicity to the following lines you will much oblige your obedient servant, and a few others of your subscribers up this way.

A contentious, spiteful man is a great pest to society, particularly to the neighborhood to which he belongs.—Having something to do with such a character, and witnessing of late, more fully his proceedings, with others, I wish through the columns of your paper to give a sketch of the same to the public generally. Four or five years since there was erected at the mouth of the Restook a small building, which at the time of its erection was understood to be used as a school-house and occasionally a preaching-house; with this understanding Captain A. Brown gave the half of the ground for it to stand on.—Having stood so peaceably for the above period, this annoy of our neighborhood took it in his head to have it moved. Having had it put up at first in opposition to the principle part of the inhabitants of the district, he thought he would cause another ferment amongst us by acting now in opposition to another school which has been steadily conducted in the same district these last six years; as well as to the wishes of Mr. Brown who did not wish the house to be removed, but to stand as it had done for the purposes for which it had been at first erected; but this would not satisfy the desires of an agitator, moved it must be; so he went up and down through the settlement, (after having engaged a hedge pedagogue,) explaining to them how much cheaper they could now get their children educated. Having at last enlisted two or three in his cause, he sets about moving the house without the least respect to the entreaties of Mr. B. who has always been a staunch British subject, and may now well be termed the Patriarch of our settlement, being eighty-one years of age, and to be treated as he then was by this knight of the goad-stick was highly discreditable to all concerned, for be it known that this gentleman is nothing more or less than an oxteamster from the other side of the line, who says he has got money, (no doubt through his hard goading of men as well as oxen,) which he says he will employ—not to pay his honest debts—but to take vengeance upon all these who are not subservient to the application of the goad-stick.

Yours, &c.,

A LOVER OF HARMONY.

Andover, July 15, 1851.

## ENGLISH NEWS.

### SEVEN DAYS LATER.

The Royal Mail steamship *America* arrived at Halifax on Tuesday evening at 6 1-2 o'clock, with 66 passengers, among whom was the new Lord Bishop of Nova Scotia. She left Liverpool on the 12th inst., and experienced head winds all the passage.

The Cotton market was dull throughout the week, and prices had receded from 1-8d to 1-4d per lb. The total sales of the week were 34,230.

The Flour market was steady, with a slight advance.—Western Canal was quoted at 20s to 21s 3d, and Ohio 20s 6d to 21s 9d. Wheat was firmer.

TIMBER MARKET.—American Pine Timber is quoted at 1s 2d to 1s 3d per foot. Black Birch 1s 2d to 1s 4d.—Twelve feet Plank, £14 to £16 per 120 pieces. Twelve feet Battens £12 to £13 per 120.

PARLIAMENTARY.—Nothing of interest has occurred in either House except the final passage through the Commons of the Bill repealing the Window tax, and substituting a house tax, and the ignominious defeat, by a vote of 230 to 19, of Mr. Hume's renewed attempt to throw dirt upon Sir James Brook, the Rajah of Sarawak. The Government sustained two defeats on Tuesday, respecting the vote by ballot, and the annual tax upon Attornies.

A motion in the Lower House for leave to introduce a Bill for the protection of Parliamentary election by the introduction of the vote by ballot, had been negatived by a strong majority.

The Bill for the emancipation of the Jews had passed the Commons, and been sent up to the Lords. It is to be

hoped it will not again meet with an untimely fate in that Branch of the Legislature.

The Ecclesiastical Titles Bill had passed the Commons, and been read a first time in the Lords.

Reports from Ireland announce that the potatoe disease has re-appeared to a partial extent.

The Queen's visit to the City, and the two Italian Operahouses are the events which have engaged attention during the week.

The most unbounded demonstrations of loyalty were shown towards Her Majesty, in her progress through the city. The Lord Mayor had been knighted on the occasion.

The annual Scottish fete took place in London on the 10th and 11th, and was numerously attended.

Cardinal Wiseman has been worsted in an action at law in Jersey. He is still out of London.

CENSUS OF GREAT BRITAIN.—The Census has just been issued, from which it appears that the increase in the population of England and Wales, in the last ten years, is, in round numbers, 2,000,000. In Scotland the increase is 200,000. The population of London is now 2,363,141, being an increase over the population in 1841, of 414,980, the population having been in that year 1,948,369.

FRANCE.—M. De Tocqueville has presented to the Assembly the report of the Committee on the revision of the Constitution. It is strongly in favor of an entire revision, but without any personal leaning whatever. The debate on the report of the revision Committee would take place on the 14th July.

The Council of State, by a vote of 18 against 9, have settled the responsibility of Executive power in conformity with the Constitution, a provision of which makes it high treason for the President to subvert the 45th article of the Constitution.

FROM THE CAPE OF GOOD HOPE.—Further intelligence from the Cape of Good Hope, to the 31st of May, has been received. The whole Colony is said to be in a critical state. During the month of May, Sir Harry Smith was shut up in King Williams Town, where he continues surrounded on all sides by hordes of barbarians, who, since winter has set in and the snow has driven them from the hills, have come to the low grounds in bands of fifties and sixties, and the whole country down to the coast is infested with them.

## THE CARLETON SENTINEL.

WOODSTOCK, JULY 29, 1851.

SOME of the leading journals in St. John, pronounce the European and North American Railway a total failure, and have in consequence sung its requiem. We are neither surprised nor sorry at the abrupt termination of a scheme, which if carried into effect, would in our opinion have been a serious injury to these Colonies; it would have entailed on us an enormous debt, while our brethren across the border would reap all the benefits.—If we are to have a great Railway why not build it in the Provinces, uniting them at once together and securing an immense trade for ourselves that would otherwise go into the hands of strangers. It has ever been our opinion that a Railway from Halifax to Quebec through the Valley of the St. John, would benefit the City of St. John and the Country at large, more than any other that could be named. Numerous arguments might be brought in favor of this measure, but as we give below an excellent article on the subject from the *Montreal Herald* we will for the present content ourselves with saying that from personal observation we are inclined to believe, that the people of Bangor would prefer this line to any other, and that the trade of the Restook Country alone would be of more value to a Railway through the valley of the St. John, than would the whole trade of the Country from Pettitcodiac to River du Loup be to a line around the Gulf Shore.

### THE QUEBEC AND HALIFAX RAILWAY.

Mr. Howe has now completed his mission to the seat of Canadian Legislation. He has duly dined, champagne, speechified, and flattered the great men whose suffrages he desired to conciliate; and he is now upon his way home. So far, the nature and result of the negotiation have been kept perfectly secret. All that we learn on the subject is from private advices—that he left Toronto as well pleased with the success of his public business, as he was disgusted with his social mistake and its consequences, at the gathering in the St. Lawrence Hall. If this information be correct, it leads to the conclusion that Earl Grey and two of the Provincial Governments are agreed to commence the undertaking. How New Brunswick may feel upon second thoughts, we have yet no means of knowing. It seems possible, however, that her leading men, besides their preference for their first love, the North American and European line, must also have a reasonable objection—supposing a Halifax road is to be made—to the particular route, which has been surveyed by Major Robinson, and is understood to be the special favorite with Earl Grey. We can hardly believe that any modification of the offers of the colonial minister can render this Quebec and Halifax road a profitable speculation to Canada. But there is some prospect of its being undertaken and this question of route therefore cannot be too soon considered. The first of the courses which have been brought prominently under the notice of interested parties is the above-mentioned project of Major Robinson. The other is the line which starting at Pettitcodiac, on the narrow Isthmus between Nova Scotia and New Brunswick—as a point common to it and to Major Robinson's survey,—follows the North American and European line, to the

neighbourhood of St. John's and St. Andrew's, then pursues nearly the route traced by the Engineers of the St. Andrew's and Quebec Railway, from the sea-coast to the confluence of the St. John and Madawaska rivers, and thence takes almost a direct North West line on the banks of the Lake Tapiscouata to River du Loup, where the two lines again become identical. Those who desire correct information on the subject should examine the question map in hand—if possible, with the map of Mr. Moiton, published with his report of the survey of the North American and European Railroad, in which all the lines are distinctly laid down. On inspection, it will be seen that the only difference is upon that portion of the line between River du Loup and Pettitcodiac. Between these points the rival lines laid down on paper form a figure approaching a parallelogram. The difference is, that one engineer makes the necessary South easting at starting from River du Loup; the other, not till after he has made his North-easting. It follows from this there can be little difference in distance. The character of the countries to be traversed respectively by each road, is therefore the true test of their excellence. Now, Major Robinson's line, after passing River du Loup, follows the course of the St. Lawrence through a very thinly peopled country for nearly seventy-five miles. After which it turns to the south-east, across a still more desert region, till it strikes the head of Restigouche Bay, whence it again crosses a promontory to the head of Miramichi Harbour, (passing the town of Bathurst on the way), and so on to Pettitcodiac. Throughout this long line of between three and four hundred miles in extent, it is only the last one hundred and fifty, viz: that part from Bathurst to Pettitcodiac, which goes through what may be called an inhabited country. Even this part of the road though it possesses the advantage of embracing Miramichi, is but thinly settled; nor can it be expected that such a tract of country can ever support the population which could be readily maintained on the same extent of territory in the more southerly localities crossing the other line. But we believe the engineering difficulties of this route also present very formidable objections. Taking as it does a general coast line for by far the greater part of the distance, and running very close to the St. Lawrence and the sea, it must be carried over an infinite number of streams and creeks, in all cases at their broadest parts. The levels too, are said to be much less favorable than on the rival route; Major Robinson's summit at Lake Metapediac being nearly twice the height of the summit between the waters of the St. Lawrence and the St. John. The route along the valley of the Metapediac river is also very difficult, running through gorges, which in that latitude, will receive an immense quantity of snow during the winter, and so offer a serious obstacle to the passage of trains. A still more serious objection, if possible, to this route is to be found in the fact, that there is no winter harbor along the entire line, until we reach the end of it at Halifax, while the desire for easy access to winter harbours in our own territory, is a more reasonable ground upon which the construction of the road can be attempted. Turning to the other route, we find that at a short distance from River du Loup it strikes the old and flourishing Madawaska settlement, by a course which is already travelled twice a week by the mail. Thence it proceeds to the great lumbering districts all along the course of the St. John, which it follows right down the left bank till it reaches Woodstock. Somewhere in this neighbourhood it will have the advantage of meeting the rails already in course of being laid by the St. Andrews and Quebec Railroad Company, and on ten miles of which the engines are actually running at this moment. It may either unite with that road and pursue a straight course to St. Andrews, till it encounters the line of the North American and European road, near the Winter port of St. Andrew's; or it may pursue a more easterly course to Fredericton, the capital of New Brunswick, and reach the North American and European line, by skirting the head waters of the smaller streams falling into the St. John. In this latter case, it will pass through the immediate neighborhood of the Coal mines of Salmon River. Once upon the North American and European Road, by either of the above courses, the line will proceed to the North east to Pettitcodiac, parallel to the North-easterly line, with which Major Robinson's route begins, but with the advantage of being about two hundred miles further to the South, and of traversing a populous country, instead of a desert. Leaving out of sight, then, all considerations of greater or less facilities of grades, it must strike any who consider the subject, that from River du Loup the line last described runs nearly due south, while Major Robinson's line proceeds still farther towards the North: so that River du Loup is the most northerly point of the first, while the latter has probably two hundred and fifty miles of its course in a higher latitude and severer climate. It is evident, too, by the time the cars could run on Major Robinson's road the distance necessary to reach the icy height of Metapediac, not more than one fourth of the distance to Pettitcodiac, they would by the other route have gained the rich banks of the St. John; the mineral regions which lie upon that river; the capital of New Brunswick; and the two chief commercial Cities of the Provinces with harbours open all the winter, better situated even than Halifax itself for the West Indian and Southern trades. The last point is worth insisting on again. If we are to make the Halifax road, the chief inducement will be to reach a winter harbour in British territory. Of the two routes proposed, one will enable us to do this in something like a third of the time and distance which will be required on the other. It is easy to see, however, how the interests of Nova Scotia and New Brunswick must conflict on this point. If Major Robinson's route be taken, the whole trade of this continent, West of River du Loup, must transact its business at the single Port of Halifax. If the other line be adopted, St. Andrews and St. John will be preferred for many branches of trade,