

THE CARLETON SENTINEL.

WOODSTOCK, JULY 1, 1851.

If our memory serves us, sometime since—shortly after a public meeting held in this place in reference to the St. Andrews and Woodstock Railroad, many persons in this vicinity promised to take stock in the proposed line and give their best aid to the contemplated undertaking. It is not very creditable to the character of our Country, or indicative of much prudent foresight, but we fear it is too true that none of these promises have been fulfilled. The present Stockholders have certainly the right to say to some amongst us, "you are either too poor or dishonest to keep your pledges." We doubt if poverty in this case is a good plea; we hope the charge of dishonesty will not be allowed much longer to lie against us; we trust this blindness to our best interests will no longer prevail. If any among us have funds for investment, or if by any honest means they can be found—invent them we say in the St. Andrews and Woodstock Railroad. Railroads and Electric Telegraphs furnish by far the safest and most remunerative store-place for money. Capitalists who have invested funds in the Railroads of the adjoining State of Maine received 15 per cent. The Electric Telegraph between Fredericton and St. John has paid 14 per cent. from the time it went into operation, and during the sitting of the Legislature paid 30 per cent! The following extract from Mr. Wilkinson's Report may be read to some advantage by those (if any there be) who doubt the beneficial effect following the introduction of Railroads in a Country.

RAILROAD STATISTICS.

"Experience has proved both in France and abroad, that in a short space of time the facility, expedition and economy afforded by Railways, more than doubles the number of passengers and the quantity of merchandize.

"In order to support such statements, we will quote the following facts relative to the Railways of Belgium, England and Scotland, in positions of extreme difference, and giving rise to a variation in the returns which far exceed all anticipation:—

Comparison of the number of travellers conveyed daily throughout the whole or a portion of the Line:—

RAILWAYS.	No. of Passengers before the establishment.	No. of Passengers after the establishment.
Manchester & Liverpool,	400	1,620
Stockton and Darlington,	130	630
Newcastle and Carlisle,	90	500
Arbroath and Forfar,	20	400
Brussels and Antwerp,	200	3,000

Increase of the number of Passengers by the establishment of a Railway.

Liverpool and Manchester,	300 per cent.
Stockton and Darlington,	380 "
Newcastle and Carlisle,	455 "
Arbroath and Forfar,	900 "
Brussels and Antwerp,	1,400 "

"Thus even taking as a criterion the road on which the proportional is least of all, we still find that the number of passengers will increase not only 100, but 300 per cent. The transport of merchandize will experience a similarly rapid increase.

Progress in the conveyance by Railway of Merchandize compared to that of Passengers.

Year.	Passengers.	Tons.
1834	924,063	22,909
1836	1,248,552	161,501
1838	1,535,189	274,808

"Thus while the number of passengers increased 60 per cent. in four years, in the same time the quantity of goods increased 1100 per cent."

Extract of an Official Report on English Railways made to the French Government by Edward Teisserence, its Agent, charged with the special duty of making a study of these Railways:—

"The Darlington Railway has produced by its low rates of passage and freight, a complete revolution in the region of country which it traverses. It has increased the value of land 100 or 200 per cent. By these low rates the freight estimated at 80,000 tons has increased to 640,000 tons.—The passengers estimated at 4,000 have increased to 200,000."

The following extract on the influence of Railways in developing the resources of a Country, is taken from the second Report of the Irish Railway Committee:—

"On the Newcastle and Carlisle Road, prior to the Railway, the whole number of persons the public coaches were licensed to carry in a week was 343, or both ways, 686. Now the average daily number of passengers by Railway for the whole length, viz. 61 8-10 miles, is 228, or 1596 per week."

(Note a.—This would be a realized passenger traffic of 82992, for the year; or nearly less by 6,000 than the common road traffic at the Bend of Petricodiac.)

"The number of passengers on the Dundee and Newtyle line exceeds at this time 50,000 annually; the estimated number of persons who performed the same journey previous to the opening of the Railway having been 4,000."

(Note b.—The realized traffic upon this Railway falls short of the existing common road travelling at three of the registered stations in New Brunswick.)

"Previous to the opening of the Railway between Liverpool and Manchester, there were about 400 passengers per day, or 146,000 per year, travelling between these places by coaches; whereas the present number by Railway alone exceeds 500,000."

"In foreign countries the results arising from the same cause are equally if not more striking. The number of persons who usually passed between Brussels and Antwerp was 75,000 in the year; but since the Rail Road has been

opened from the former place to Malines, it has increased to 500,000; and since it was carried all through to Antwerp, the number has exceeded a million. The opening of a branch from Malines to Termonde appears to have added 200,000 to the latter number; so that the passenger traffic of that Rail Road, superseding a road traffic of only 75,000 persons, now amounts to 1,200,000."

COMMON SCHOOLS.

It is generally admitted that our present school system is very defective; it cannot be doubted that the means of remedying that system can be found if rightly and diligently sought for. It must be the anxious desire of every wise and benevolent mind to see the means afforded the youth of our country—of obtaining information on matters of a practical nature, and of pursuing such a course of study as may lead to the formation of moral habits and the adoption of pure and elevated sentiments, feelings, and aspirations. It is the unquestionable right and plain duty of government to provide for the instruction of all youth. The growing mind of our country should not be left for nourishment, for culture, for direction, for light to seek a glorious destiny—to chance, to charity, to crude enactments. By Law; by law well digested, arranged and executed, should one of the dearest and greatest common rights of free men be provided for and maintained—the right to learn—to learn what is true, what is practicable, what is beneficial—to learn to love what is pure and just and becoming the dignity of beings whose minds though darkened are still divine—to learn to hope better things for the individual and the race of men than now are—to fully believe in the continued progress of Humanity and Truth—of the ever widening spread of charity and Peace.

It is gratifying to know that every effort is being made by our present Government to prepare a Bill for the improvement of our school system to be introduced at the next Session of the Legislature. In doing this, there is a most arduous and responsible task, but one in which we hope to see them aided and cheered on by the cordial sympathy of all classes and shades of political opinion. We are unacquainted with any of the proposed provisions of the contemplated Act, but we hope to see it based on the principle that Property, especially land, should be directly taxed for the purpose of Public Instruction. "Every man," says the great American Orator and Legislator, Webster, "for this purpose I hold subject to taxation in proportion to his property, and I look not to the question whether he himself have or have not children to be benefited by the Education for which he pays.—I regard it as a wise and liberal system of police, by which property; and the peace of Society are secured.—I would seek to prevent in some measure the extension of the penal code, by inspiring a salutary and conservative principle of virtue and of knowledge at an early age. By general instruction I would seek to purify the whole moral atmosphere—I hope for a security above the law, and beyond the law in the prevalence of enlightened and well principled moral sentiments."

Introduce a good system of general education into a country, and the people of that country possess the best means of attaining the immeasurable blessings of rational life,—of generally entertaining the christian's immortal hope and of being prepared to live in the light of everlasting Truth. Before closing these general observations on a subject on which we purpose writing, before long more in detail, we may be allowed to congratulate the people of Woodstock on having some as well ordered and effective Common Schools as can be expected under the present system. The Trustees of these schools speak very favourably of their general condition—especially we may mention of those to which our attention has happened to be directed, taught by Messrs. Hartt and Egan, and Misses Drake and Estabrooks.—Com.

THE GREAT COMPROMISE RAILWAY.—In another column will be found some few remarks about a railroad after the name of the above caption. In a few words we shall just give the direction we think it ought to go, and reserve what we have to say about it for our next paper. Leaving the Bend of Petricodiac, and passing through the city of St. John, up or near the valley of the river of that name, so as to intersect the St. Andrews and Quebec line at a point in the vicinity of Woodstock—then on by Houlton, over almost a complete level, to the valley of the Mattawamkeag—and thence follow that stream (a branch of the Penobscot) and the Penobscot river to Bangor.

This route would make the line from Woodstock on to Nova Scotia, a common one for both the Halifax and Quebec, and European and North American Railways, as likewise the road from the same place to Canada, a common one for the St. Andrews, and Halifax, and Quebec Lines.

TO CORRESPONDENTS.—The Order of Mr. Gaynor will be attended to in our next.

In our next issue will be published the report of the Directors of the St. Andrews and Quebec Railroad, as read before the adjourned General Meeting of the Shareholders of the Company, held at St. Andrews, on the 17th inst. From a hasty perusal of it, we are glad to learn that a provisional agreement has been entered into with a Mr. Shaw, an English contractor of eminence, for the completion of the entire unfinished road to Woodstock.

PROVINCIAL APPOINTMENT.—Lenoard R. Harding, to be associated with Michael Campbell, in expending the sum of £250, on the road from Hannahs' to River de Chute.

Married.

On Saturday evening 28th June, by the Rev. Thos. Todd, Mr. JOSEPH FOLKINS to Miss ELIZABETH MELVILLE, both of Woodstock.

NEW ADVERTISEMENTS.

NEW IMPORTATIONS.

GEORGE S. WINTER

Has received his Spring and Summer Supply of

DRY GOODS,

GROCERIES,

HARDWARE,

CROCKERY,

PAINTS, OILS,

TURPENTINE,

&c., &c., &c., &c.

WHICH he is determined to sell as low as any in the market, either for CASH or PRODUCE. Main Street, Woodstock, and Queen Street, Fredericton.—June 20, 1851.

DRAKE'S CORNER.

CUT NAILS.

A GENERAL assortment of all kinds of NAILS, both Cut and Wrought; also—Cut and Wrought SPIKES, kept constantly on hand, by the Keg, or retail, at the lowest prices for cash. J. A. ADAMS. Fredericton, June 24, 1851. [2in.]

NOTICE.—The QUARTERLY MEETING will be held at the Mechanics' Institute on Monday evening next, 7th inst., at 7 o'clock, P. M. D. L. DIBBLEE, Secretary. July 1.

BLUE AND WHITE COTTON WARPS

50 BALES Blue, 50 Bales white COTTON WARPS, for Sale at G. S. WINTER'S. Woodstock, June 20, 1851.

HAY'S LINIMENT, for the PILES; CHLORIDE OF LIME; BAHAMA SPONGE, for sale by W. L. FERGUSON. July 1.

WHEEL HEADS,

WOOL CARDS, Curry Combs, Paint Brushes, Whip Thongs, For Sale by G. S. WINTER.

THE SUBSCRIBER has received, and offers for sale—1 Bbl. WHITE WINE VINEGAR 20 lbs. INDIGO—first quality. W. L. FERGUSON.

WASHING FLUID.

A FEW DOZEN Bottles of this celebrated FLUID, For Sale by G. S. WINTER.

ROWLAND'S MACCASSAR OIL, IRISH MOSS—a Good and Cheap substitute for Isinglass in making Jellies, &c. For Sale at the Drug Store of W. L. FERGUSON.

SCYTHES! SCYTHES! SCYTHES! 10 DOZEN GRIFFIN'S BEST SCYTHES, at G. S. WINTER'S.

CARLETON GENERAL SESSIONS, JUNE TERM, 1851.

ORDERED that the assize of Bread for the present and until otherwise ordered, be as follows:—The Two Pounds Loaf of Wheat Flour Three Pence, and all other Wheat Loaves in the same proportion. The Two Pounds Loaf of Rye Flour, Two Pence, and all other Loaves of Rye Flour in the same proportion. By the Court.

A. K. S. WETMORE

MASONIC NOTICE.



THE Regular Monthly Meeting of Woodstock Lodge, No. 811, under the Registry of the Grand Lodge of England, will be held at Rice's Hall, on Wednesday evening, 2d July, at 7 o'clock. By order of the W. M. J. T. ALLAN, Secretary.

July 1, 1851.