

THE CARLETON SENTINEL.

SATURDAY, JUNE 12, 1852.

THE RAILROAD.

The following article from the Halifax *British North American* contains many truths which might be read with profit by the people of this Province, particularly by those of the North Shore. We are here asked to expend an immense sum of money that Halifax may become one vast wharf, for the accommodation of the shipping which would convey away the surplus produce of Canada to the British Isles and the West Indies, and to receive the valuable cargoes of West India produce and British manufactures to be forwarded by Railway into New Brunswick and the heart of Canada. We believe that Halifax would reap all the advantages here named should the railway be built by the Northern route, but we do not believe the disadvantages also named would follow if the Southern route is adopted, nor can we see how the people of Nova Scotia can have the face to ask New Brunswick to expend so much money for their sole benefit. By the Southern route, both Provinces will obtain a fair share of business, by the Northern route, St. John is to be avoided in order to throw the whole trade into Halifax. It will not do! The people of New Brunswick will never consent to build the Northern line with their own money. It would even be injurious to us if the British people should give the money to build it, but if the Northern road must be built, let the British Government and the people of Nova Scotia build it, it will be for their advantage alone and we do not see how they can ask us to furnish any of the means. We think the article in question would have read better, if the last few lines had been left out; we do not think much of Loyalty when it is in the market ready for the highest bidder.

Since writing the above we learn by telegraph that the British Government has refused to aid the Halifax and Quebec Railway via the Valley of the St. John. This will no doubt be a gratification to the friends of the Northern route, but it will be of no benefit to them. All it amounts to is, that neither road will be now built, but that from St. Andrews passing through Woodstock will be the Great Trunk Line through this Province to Quebec. The opposition given in this Province and Nova Scotia to the Valley route has doubtless had its weight with the Imperial Government, but it turns out a regular "dog in the manger" affair. These persons found the Valley route likely to be adopted and rather than see it go, they would quash both. We in this part of the Province, however, will be great gainers, and we hope to see strenuous efforts made to induce the people of Quebec to join in carrying the St. Andrews road through to their City without delay, it is certainly the shortest, cheapest, and will be the best paying line yet mentioned, giving the Canadians three Atlantic ports, instead of one.

The *North American* says:

"The difference between the Northern route to Canada, and the route by the Valley of the St. John, seems scarcely to be appreciated by the inhabitants of Nova Scotia.

By the former, a vast tract of fertile but now wilderness country would be opened up and a new home made for millions of our impoverished fellow subjects of the United Kingdom; by the latter this great tract of country would remain untouched—still the wild home of the bear and *loup-cervier*.

By the former proposal, Halifax would become one vast wharf, for the accommodation of the shipping which would convey away the surplus produce of Canada to the millions of mouths that require it in the British Isles and the West Indies; and the valuable cargoes of West India produce and British manufactures would here be landed to speed their way by Railroad into New Brunswick and the heart of Canada; by the St. John route, the sister City, which has a valuable means of internal communication already, would monopolise the whole business trade to and from Canada, and Nova Scotia would enjoy the paltry satisfaction of carrying a few passengers on her Railroad who might prefer that route to a direct passage to Boston by Steamer.

The Northern route would at once double the value of every foot of property in Halifax and send us forward impetuously in the path of prosperity—the other would hand over the stately palaces of our capitalists to the bats and the owls, immediately after the expenditure of

the money. How many barrels of flour or pork, or firkins of butter, or any other Canadian produce would come to Halifax for shipment after having reached the estuary of the St. John? We venture to say, scarcely a cargo. How many vessels from the West Indies with sugar and molasses for Canada would go out of the way to fetch them to Halifax, instead of taking them to St. John, some hundred miles nearer their destination? How many emigrant ships would land their passengers at Halifax, when another day's sail would take them to St. John, with the certainty of a good return cargo of Lumber or Flour.

St. John, from her proximity to the Frontier, would also become the *Chief Military Station!* the military chest would be withdrawn from Halifax, and the money which has built her houses and stores, and for which all our industrial classes are scrambling, would go to enrich our crafty rival city. Halifax would fall to decay, while St. John would rise like a young giant refreshed from his slumbers.

How can the capitalists and owners of property in Halifax remain inert and indifferent spectators of the attempts now making to deprive this Port of its natural and legitimate advantages—advantages given to her by the Creator for wise and beneficent purposes? Already the people of St. John are rife with activity and energy on the strength of their unfairly acquired advantages over us—gained by the efforts of crafty statesmen, whose warm blood defied the rigours of winter, and caused them to make a journey of 600 miles to accomplish them. Already an expenditure of FORTY THOUSAND POUNDS is contemplated to make wharves, bridges, and other improvements in St. John, in prospect that that City will be the terminus of the Railroad. The *St. John News* sums them up:—

"In the way of public improvements we shall not be asleep this summer. Let us see. There is the Suspension Bridge, to cost £20,000—Reed's Point improvements, £10,000—enlargement of the Lunatic Asylum, £5,000—do. Provincial Penitentiary, £2,000—Bridge across the Flats, (yet in embryo,) £3,000—new Registry Office, say £1000—Alarm Fire Bell, £600—addition to the intended Post Office, now in course of erection—cost we cannot say. Surely forty thousand pounds worth of improvements ought to keep some of our fingers out of mischief this summer!"

Already is the splendid Wharf contemplated at "Reed's Point," to cost ten thousand pounds, set down as the Atlantic Terminus of the Railway; and, by the road! notwithstanding the natural advantages Halifax certainly does enjoy, she will deserve to lose them, if she allows herself to be eclipsed in enterprise by her murky sister across the Bay.

In a NATIONAL point of view the route by the Valley of the St. John is still more objectionable. It will skirt the American frontier for 200 or 300 miles; and in case of war would be the very first thing to be deranged by the Americans.

We hope, therefore, that Earl Derby will reject the present line with firmness and decision and force New Brunswick to fulfil her pledges, entered into at Toronto. Then, and not till then, we hope the money will be cheerfully and liberally given. The Northern line is the right line and the only safe one for Great Britain to adopt.

Let not this route be adopted, however, merely for the purpose of giving the subject the go-bye. British America has set her young vigorous heart upon this Railway, and if Great Britain does not respond as she ought to the wishes of her children, they will remain part of her Empire only so long as the bayonet can coerce them!"

The Lieutenant Governor of Prince Edward Island has issued a proclamation "recommending Her Majesty's subjects in that island to discourage Orange Lodges and all such secret societies;" and "cautions all officers, non-commissioned officers and soldiers from joining or belonging to any such society, as by the Queen's regulations and orders for the Army they are forbidden to institute, countenance or attend Orange Lodges in Barracks, Quarters, Camp or elsewhere;" and calls upon all Justices of the Peace, Ministers of Religion and Civil officers in the colony to use their influence in suppressing such societies, and to discountenance the same in their several localities.

He is a nice man that Governor, but knows no more about Orange Lodges, than a pig knows about his grandmother, or he would never attempt to suppress them. He may be right in saying that—by the Queen's regulations and orders for the Army they are forbidden to institute, countenance or attend Orange Lodges—but we do not believe it. We have sat in Orange Lodges with non-commissioned officers and privates belonging to the Army, and who attended with the knowledge of their Commanding Officers, yet no difficulty was made in the matter; nor do we think the men received any injury by attending those meetings. We doubt if New Brunswick is far behind P. E. Island in

loyalty, yet if the Governor would come over here he would find Justices of the Peace, Ministers of Religion and Civil officers countenancing and supporting these very societies.

ST. ANDREWS & QUEBEC RAILROAD.—We learn from a reliable source that Mr. King, one of the principal contractors for this road, is expected in St. Andrews in a few days, and that two vessels are on their way from England with men, iron, and materials to go on with the work. We also learn that it is in contemplation there to locate the road some five or six miles back of Woodstock, in consequence of the difficulties in the way of coming nearer the river at this place. We have no doubt that all concerned would prefer passing through this part of Woodstock, and near the Iron Works, if a proper line could be found. We can point out such a line, and would beg to call the attention of the Directors to it. It is this:—To cross Eel River near McElroy's Mills, on the line now located—thence about one mile North until it strikes a brook entering the River St. John near Walter Hay's—thence along the margin of the river to Woodstock. This route has been looked out by a competent person, and will be found to be as free from difficulties as any part of the road, and as it presents so many advantages over the one now in contemplation, we have no doubt of its being adopted by the company.

EXECUTIVE COUNCIL.—We have for some time been wondering why the vacancy in the Executive Council has not been filled up.—Surely there can be no difficulty in the choice of the County from which the selection is to be made. Carleton possesses many claims over any other in the Province, and all who know anything of the matter, expect and feel satisfied, that now a vacancy has occurred, justice will at length be done us.

MUNICIPAL INCORPORATIONS.—It will be seen by an extract in this day's paper that Northumberland has refused to accept the Act of Incorporation, by a majority of fourteen. The *Gleaner* will doubtless keep this subject before his readers and ere long a reaction will take place, or rather action, as it was owing to the lukewarmness of those most interested, that the measure was now defeated.

RAIN.—We had a smart rain here on Tuesday and Wednesday which benefited the crops much and made our farmers smile, it was too light however to be of any service in getting the lumber down, that in all probability will remain where it is until the fall, for if we should even have a high summer freshet it will be of too short duration to carry the lumber to market.

COUNTY COUNCIL, CARLETON.—The County Council held an adjourned meeting on Tuesday and Wednesday last, when some important business was transacted. We have no room for particulars this week, but will give them in our next.

TO CORRESPONDENTS.—"A Subscriber" is received and will appear next week.

H. M. Sloop Cutter *Netley* arrived yesterday afternoon from Halifax, to be stationed in the Bay of Fundy during the present season for the protection of the Fisheries. The *Netley* is one of the tenders to the Flag-Ship Cumberland, and is under the command of Capt. Augustus F. Kynaston who was in the Bay last year in command of H. M. S. Persian. Capt. Kynaston distinguished himself last season by his close attention to the interests of the fishermen, and by his exertions for the formation of Fishery Societies at Iampo Bello, West Isles and Grand Manan. His excellent report on the fisheries at those places was submitted to the Legislature last session, and will be printed in the Appendix to the Journals of the year.—*New Bruns.*

We are informed that Dept. Sheriff Cunning and a posse went on board the schooner *Peytona*, lying in Belfast Harbor, on Thursday last for the purpose of seizing a lot of liquors on board, there upon Capt. Gilman hoisted sail and stood down the bay, and cruised about for twenty-four hours allowing the sheriff and his friends nothing to eat, while the crew were having a merry time. The hungry officials, it is said, were landed on Long Island.—*Bangor Mercury.*

GOLD AT VANCOUVER'S ISLAND.—A late English paper contains the following in its Parliamentary summary:

"On the 20th, Sir J. Packington said that the government had received despatches from the Governor of Vancouver's Island, stating the fact that gold has been found in Queen Charlotte's Island, and, as had been reported to him of considerable extent. The government had also been informed that some American ships had, in consequence of the discoveries, proceeded to Queen Charlotte's Island, and it was expected that more would follow. Having received this information the government had sent out orders to the admiral in command of the station, directing him to send naval assistance to the Island to preserve order."

DREADFUL DISASTER AND LOSS OF LIFE.—*New Orleans, May 31.*—The ship *Tennessee*, arrived here yesterday for repairs, reports that on Friday, in the Gulf Stream at night, came in contact with bark *Fairmount*, from Cienfuegos bound to Philadelphia, ran over and sunk her in a few minutes. The first mate and one seaman were saved. The remainder, consisting of the captain, one lady passenger, and eight seamen, went down with the vessel. As the night was dark and the wind blowing very hard, it was impossible to render any assistance. The *Tennessee* was much injured, and is leaking badly. She was bound to Havre.

CATHOLIC MOVEMENTS IN THE UNITED STATES.—The Council of Catholic Bishops at Baltimore have decreed that eight or ten new Bishoprics shall be added to the church in the United States, and also that the mass shall henceforth be said or sung in English. These decrees must, however, be endorsed at Rome, by the Pope, before they have any validity.—*Boston Journal.*

We learn that a party left town yesterday for Annapolis, in search for gold. The article prophesying the existence of the precious metal, which we copy in this morning's *Colonist*, from Blackwood's Magazine, seems already to be doing its work. It would be curious if, after all, we had an *El Dorado* at our own doors.—*Halifax Colonist.*

Accounts from Australia received in England state that the number arriving from Port Phillip averaged one thousand per day, and it was feared that the authorities would not be able to maintain order. The success of the diggers continued to be good. One ship recently sailed from London with 400 passengers bound for these mines.

VILLAGE DESTROYED.—The pleasant village of Cookville, on the great Western road, about sixteen miles west of Toronto, Canada, was nearly destroyed by fire on Saturday 29th May. The number of houses and other buildings burned is said to be thirty-five.

The British Admiralty, always alive to the exigencies of the sea service, have published full directions for signal lights, to be carried by all British vessels at night on the ocean, and which, being worked uniformly by a code, will render collisions nearly impossible.

At the Meeting of the Directors of the St. Andrews & Quebec Railroad Company, on Thursday last, Capt. J. J. Robinson, R. N., was elected President for the ensuing year.—*St. Andrews Standard.*

George N. Segee, Esq., has been appointed City Clerk by the Council, in the place of J. Henry Phair, Esq., resigned. The selection could not be better.—*Fredericton Reporter.*

Married.

At Fredericton, on Wednesday the 2d inst., at Saint Anne's Chapel, by the Reverend Mr. Ketchum, Oliver Jones, Esq., Moncton, County of Westmorland, to Miss Catherine Garden, second daughter of John Simpson, Esq., Queen's Printer of this Province.

Died.

On Monday the 1st inst., at Presqu'ile, Me., in the 44th year of his age, Mr. James S. Rideout, formerly of Wakefield, in this County.