

COMMUNICATIONS.

[FOR THE CARLETON SENTINEL.]

MR. EDITOR.—I notice in the last *Sentinel* that "One Subscriber" seems dissatisfied with the unsafe state of the bridge over the Maduxnakik. In this I agree with him; and if the two gentlemen who have been appointed Commissioners had been at fault in not erecting a new bridge, I would have joined him in representing them to the proper authorities, but it appears that he does not know much about Legislative grants, although he would make your readers think he does. I would ask him to examine the Journals of the House, and see if the grant was not made to build a stone bridge, and how in this case a Commissioner could take it upon himself to build a wooden one? There is an old adage, "Save me from my friends," which will apply very well here. "One Subscriber," would make it appear that the appointment of the two Commissioners was a consequence of their support of the successful candidates at the last election. The fact is the present Supervisor of Great Roads in this County was entirely to blame that a good and substantial bridge was not long ago erected over the Maduxnakik, and if he had not been afraid of his shadow he would have put out the contract, and the present grants would have covered the expense. This was doubtless one of the reasons why other competent Commissioners were appointed to build the bridge; at all events it was the talk about Woodstock at the time.

I have heard a little about the universal satisfaction given by this same Supervisor, and if all be true the petition that is talked of being got up to His Excellency will have a beneficial effect, and that the people residing on the road from Wakefield to the Aroostook would be happy to sign it there is not a doubt.

There can be no doubt but that a new Supervisor for this road would give general satisfaction; it is reasonable that an office worth from £100 to £150 a year should not always remain in the hands of one individual. The word is, throw office open to all! carry it round! try and find a better—there is no danger of getting any.

Yours, &c.,

MORE THAN ONE HUNDRED SUBSCRIBERS.
Wakefield, Nov. 10, 1852.

[FOR THE CARLETON SENTINEL.]

MR. EDITOR.—I observe that E. J. Jacob gives a voluntary opinion in the last *Sentinel* as to the operation of the new School Act, and thinks we should have the Maine Law in its purity. I am decidedly in favor of adopting the Maine Law, and would like to see the assessment law imperative, and I think the Legislative Debates will show that our representatives in both Houses were in favor of a principle that will operate alike on rich and poor. Our present Act has no doubt come up to the expectations of its progenitor, the Hon. J. A. Street, Attorney General. This, like the Corporation Act, was not made to be carried out, but to make believe that the Government was anxious to administer to the wants of the people. It has, however, kept the inhabitants of this District pretty busy during the last three or four months.

Mr. Jacob has given the Act a careful perusal, and is no doubt conversant with the whole of it; I would therefore like to ask him how it is that the Trustees of Schools for the Parish of Woodstock have so far exceeded their duty, that assessments under this Act have been made and are being collected, in my opinion illegally, and I am borne out in this opinion by a gentleman well versed in the law: no assessment is legal unless first sanctioned by the County Council. Now myself and neighbors have talked over this matter, and have about come to the conclusion not to pay. Perhaps the opinion of one whose position would give it such high sanction would have some effect.

Yours, &c.,

A TAX PAYER

South Richmond, Nov. 11, 1852.

[FOR THE CARLETON SENTINEL.]

MR. EDITOR.—I rode from here to Houlton

and back several times this last Summer, and frequently observed the kind of repairs that were put on the Highway between this and the Boundary line. I was of the opinion then that it was only throwing away money to lay it out in the manner the road was being repaired, and since, I am fully satisfied that I was right in so thinking. I said that the man was filling up the holes with a little brush, and then covering it with leaves from the road-sides, or with dirt out of the ditches. This of course would make a road fit enough to travel on in dry weather, but as soon as there came any rain there was nothing but a bed of mud where those holes had been filled up; nor was this kind of treatment confined to the holes alone, for other parts of the road were covered with the same kind of dirt from wherever it could be got readiest—so that where the most work was done, that part is now the worst. And I may here observe, that there is a piece of the road on this side of the Richmond Church, which was so extremely bad last week when I past there, that it was almost impossible for man or beast to travel on it. I have been over almost all the great roads in the County, and many in other parts of the Province, and am therefore acquainted with a great many of them, and I will venture to say that this piece of road through Richmond is the worst in the Province.

When it is taken into consideration what money has been laid out on that road this summer, and it is now in as bad a state, if not worse, than it was last Spring, it is actually shameful.

It will be seen by referring to last Winter's grants, that there was £60 granted for the road from here to the Houlton line, a distance of 12 miles, but a great deal of that distance did not require a shovel full of repairs; and when it is considered what Statute labor was done on the road, it will be admitted that not more than half the distance (perhaps not so much) was to be repaired by the public money, so that there would be £9 a-mile for doing the work and £6 for the Superintendent; and any person would think that had the person holding that office attended to his duty (for which his fees would amply pay him), and made the Contractors do theirs, the sum of £9 a mile might have kept that road in excellent order, while instead of that, it is now in parts almost impassable—so that it has been said very justly, "that never was public money so shamefully squandered away."

I need not point out where the blame or the errors lie, the public as well as the inhabitants along the road can do that very correctly; but I do say that the matter should be looked after before there is any more money granted, to be expended or rather wasted as this last was.

I am, Sir, your obedient servant,
A TRAVELLER.

Woodstock, Nov. 3, 1852.

THE CARLETON SENTINEL. SATURDAY, NOVEMBER 13, 1852.

RAILROADS.

We particularly invite the attention of our readers to the following remarks from the *Halifax Recorder*. Surely it may with truth be said that New Brunswick is Railway-mad. We agree to pay £3,125 currency per mile more than Nova Scotia for building Railways, or in other words we make Mr. Jackson a present of one million and a half clear cash. This is rather too "red," and cannot fail to create a spirit of inquiry among that portion of our population who, when called upon, must meet this tremendous outlay by the sweat of the brow. Some of our Provincial contemporaries affect to disbelieve that Messrs. Sykes & Co., have made such a proposal, but the *Halifax Sun* and *Recorder* have reasons for believing that such is the case, and that Reports of the surveys are favorable.

A rumor has been current for a few days past, that the Messrs. Sykes & Co.—Engineers now engaged upon a survey of the first section of a Trunk Line of Railroad from this city to New Brunswick, and who have lately finished a survey of a line from Windsor to Victoria Beach—have made some very favorable offers for constructing all the Nova Scotia Railways. We have it on reliable authority, that on the day previous to that of the departure of Mr. Howe,

he sent for the Hon. J. W. Johnston, and submitted Messrs. Sykes & Co's offers for his consideration.

The Messrs. Sykes & Co. propose to construct a Trunk Line of Railroad hence to Amherst, with a branch to Pictou—a line to Windsor, with a double track, hence to the Junction—and from Windsor to Annapolis, in all 325 miles—for £1,300,000 or at the rate of £4,000 sterling per mile—this to include rolling stock, depots, stations and every outlay, all in complete working order—the land for the site only excepted—the whole to be finished equal to English Rail Roads, and to be subject to and pass inspection by the Government Inspector of British Railroads. They offer for this, to accept Provincial Bonds at 6 per cent, redeemable in 20 years, in payment; or they will take one-third of the entire stock themselves, and they will lease the Road, if it is preferred, for 9 years, guaranteeing 3 1-2 per cent. on the capital.

Such is the outline of the proposition communicated, as we are assured, and we cannot but express our utter astonishment at the monstrous discrepancy between the estimates of Messrs. Sykes & Co. and those of Mr. Jackson. The latter, for the same style of road as the Messrs. Sykes propose to construct, require at the rate of £6,500 stg. p. m. The Messrs. Sykes & Co. but 4,000

Making a dif. of the sum of £2,500 per mile.
625

Equal to—add 1-4 } £3,125 currency,

on every mile. Either the Messrs. Sykes are counting without their host, or Messrs. Jackson has concluded contracts in New Brunswick and Canada, which will net for himself a clear million and a half of money. As regards the Messrs. Sykes & Co., we understand they profess to be practical Engineers, make their own surveys and working plans, furnishing testimonials from Earl Fitzwilliam, the Earl of Lincoln, and other noblemen and Capitalists of undoubted credit and standing abroad.

We feel much encouraged, that something tangible and practical will now be speedily realized from these propositions. Our neighbors of New Brunswick and Canada will hear of Messrs. Sykes & Co.'s offers with deep surprise, and we doubt not, and it is not unlikely, will receive the news with much incredulity. We are disposed to believe, nay we have not the slightest doubt, the offers are made; of the capacity of the parties to fulfil them, we, of course, know nothing.—*Halifax Recorder*.

"The nature of the term upon which Messrs. Sykes & Co. purpose to construct the contemplated Trunk Line of Railway—as given in the *Recorder* of Saturday—we have reasons for believing to be substantially correct. The gentlemen engaged in surveying the line hence towards Pictou, we are informed, reports most favorably; so far as the survey has proceeded the track will run at no considerable distance from the line of the main road.—We shall prove to be not very far astray whilst assuring the Country that a bargain will be struck between the Colonial Executive and the firm above referred to, upon terms equally advantageous to the Province; and that the great work projected is, at last, in a fair train to a speedy commencement. We trust that the opposition Journals will see the propriety of lending a helping hand, postponing, for a season, petty party and personal antipathies to the paramount considerations of public policy and the good of our common Country."—*Sun*.

Even the *St. John Freeman* is a little staggered by these reports, though unwilling to believe them. He says:—

"It must be confessed, that were it possible that a road such as that spoken of could be built, or would be built at such a rate, there would be cause for some doubt about the great advantages our agreement with Mr. Jackson possesses. Nova Scotia, it must be remembered, is a country more rugged and broken than this. The Cobequid mountains indeed, have always been regarded as the only real difficulty of moment on the whole route of the E. & N. A. Railroad. Surely then it may be fairly argued, if in such a country, such a road can be built for £4,000 stg. a mile, we pay too much when we give £6,500 stg. a mile. Indeed such is the conclusion arrived at by the *Recorder*, which calls this a monstrous discrepancy."

The following communication from the *St. John Morning Times* shows that another small item of 50 per cent. may be added to the cost of our Railway.

"I have been informed that the contract made with Mr. Jackson contains a stipulation to pay in addition to the £6500 per mile, sterling, whatever advance may take place in the price of iron! I am moreover informed that this adorable Mr. Jackson is an Iron master, and is more directly interested in this business than in Railroads, and that since the contract has been signed Iron has advanced THREE POUNDS sterling per ton! The consequence of this will be that the Railroad, instead of being built at £6,500 sterling, per mile, a sum far beyond

what it ought to have cost at the time the contract was signed, will cost TEN THOUSAND Pounds per mile. This is the First Development of the grossest humbug ever perpetrated—mark my words, Mr. Editor, it will not be the last! Those who have forced the Government and the Province into this arrangement have assumed a responsibility far beyond their means, or their position, to be accountable. You shall hear from me again.

N. B.—Why is not the Contract published?

ANTI-HUDSON.

Saint John, Nov. 4, 1852."

The Contract spoken of says:

"And it is understood and agreed that this Agreement and Contract is based on the supposition and assumption that Iron rails can be purchased in England, free on board, at £6 10s. sterling per ton: And it is hereby agreed that should this not be the case, any increase upon this amount will be added to the contract price, and any decrease will be deducted therefrom, and with respect to chains and pins a relative deduction will be made."

The *Courier* of the 6th inst. says "the Press is for once, and disinterestedly, we believe, unanimous in declaring that now or never, we must have Railways, and that the arrangement made, as a whole, is a good one, and ought to be entirely satisfactory. We suppose the *Fredericton Reporter*, *St. John Times*, *Charlottetown Gazette*, and *Carleton Sentinel*, are counted as nobodies; but the end will show that although in the minority now, they are not to remain so: a re-action must take place, for "truth is powerful and will prevail." The *Courier* also condemns the Nova-Scotian Government for doing exactly what has been done by our own. He says—

"The idea of tacking on 200 miles of Railway that nobody imagines will be really required for the next fifty years, for the sake of purchasing Parliamentary support to make a Government job of building 125 miles that is really wanted, and which would build itself, if politicians would only let it alone, is one that seems to us to be eminently absurd; and the boasting and bravado of our contemporaries make about the good bargains they have made, and the cheap Railways they are going to have, all having no better foundation than a supposititious offer made for a Railway which has never been surveyed!—and the line of which the offerers have never even seen!—is worthy only of children."

Now precisely the same thing has been done in this Province, but here it is all right. The Northern Members have been bought over, as well as a portion of the Press, else in our opinion the majority would have been the other way. The Bill, as originally introduced and printed, contained no provision for either a Branch to Miramichi or Fredericton; but the Northern members held a caucus, and unanimously determined that unless a clause was introduced to build the Miramichi line immediately after that from St. John to Shediac, and before the line to the United States, they would oppose the measure—accordingly an addition of from 150 to 160 miles was tacked on, in order to gain support for the Shediac line. In what then is our Government superior to that of Nova Scotia which receives such a hatchling from the *Courier*. We believe there was a division in the Government on this question; if so, we will probably be able to give our readers the particulars in a short time.

We are authorized to state that Petitions, praying the Legislature to pass an Act incorporating the Loyal Orange Institution of the Province, are now laying at the various Lodge Rooms throughout the County, and at this Office, for signature. We sincerely hope that every Orangeman in the land, and every well-wisher of the cause, will lend his aid to secure those rights we are so justly entitled to, but which have been so long withheld. It seems strange that Protestant British subjects in a Protestant British Province should be denied rights so freely granted to Roman Catholics, but so it is; and not only have these rights and privileges been denied the Orangemen of New Brunswick, but they have been subjected to taunts and insults from Members of the Legislature, because they had the assurance to ask for them. We trust, however, that the time is not far distant when Orange influence will prevail in the Province, and when it will be endangering his seat for any Member of the Legislature to treat as rebels and outcasts the Members of the Order.

While on this subject we would say to the

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