

## COMMUNICATION.

[FOR THE CARLETON SENTINEL.]

To the Editor of the Carleton Sentinel:

SIR,—I regret that you were not present at the examinations recently had at the Mechanics' Institute of the Grammar and Miss Drake's Schools, as the performance of either was highly creditable to the place. That an interest is being awakened in the public mind with reference to the great subject of Education, is evident from the respectable attendance of parents and others, whose applause was repeatedly elicited, as the examination of the different studies were proceeded with. That many persons in the Province value too lightly the blessings of Education is a self-evident fact, nor can the interests which affect our dearest relations of liberty and good government be subserved while directed by ignorant men. To judge of the character of this village by the morals of its youth would probably cause many parents to blush, whose children perambulate our streets at all hours and in company by no means select; but while this is to be deplored, too much credit cannot be given to parents and teachers of those children whose acquirements in their diversified studies as exhibited at the examinations alluded to reflected infinite credit, and formed as it were an oasis in the desert. Few cities can be found where are congregated in the evenings as many rude and ruffianly boys as frequently take possession of our streets and side walks, insulting passers-by, or collect around public buildings, to the great annoyance of persons assembled therein for moral or religious improvement. "He that spares the rod spoils the child," is a truism found in a book which the parents of many children above included profess to read; and if a little more substantial rapping of this kind were exercised, some of the youth of this place might be prepared to fill some places of honorable employment, which under the present system they must ever be strangers to. The facilities afforded in this place for the education of youth of either sex are ample; and the culpability of some parents will be woefully acknowledged when their children, arriving at years of maturity and occupying some servile station, curse them for neglect. Promising to return to this subject at another time,

I am, Yours &amp;c.,

PASTOR.

Woodstock, July 1, 1852.

Our Correspondent must be aware that ill health alone prevented us from attending these examinations.—[Ed. Sent.]

## THE CARLETON SENTINEL.

SATURDAY, JULY 3, 1852.

Most of our contemporaries in St. John appear highly pleased with the idea that Government have taken the responsibility of accepting the Railway proposals of Mr Jackson and associates, for the construction of a Railway between the frontiers of Nova Scotia and Maine, passing through the City of St. John. That Government may have entered into negotiations on the subject, in order to have matters arranged before the meeting of the Legislature, we do not doubt, but that they would take the responsibility of accepting these proposals, and pledging the Province for some £200,000 or £300,000 beyond the sums already provided for in the Facility Bills, before they know the opinion of the House, or whether Nova Scotia will build to meet their line or not, is more than we are prepared to believe. We do not think that a majority of the present House of Assembly would support them in this measure. Already another proposal for a line of Railway from Halifax to Quebec, has been made, and whether its terms may be more advantageous or not, it will find many supporters in the Legislature. Some will give it their support because they believe, if accepted, it will be more advantageous to the Province, than the first; others, because they oppose Provincial railways altogether, and think by favoring this, to put an end to the whole question. However this may be, of one thing we feel assured, that if the people of St. John really desire a railroad, and will look to their

own interests, they will not for the present trouble themselves about one east of their own City, but will use all their energies to connect with the St. Andrews road, and push on to Quebec without loss of time. This is the line, and the only line that can now save their City from ruin. They have nothing to gain from the European and North American Railway even if it were built; the benefits, if any, would be entirely on the American side, and 50 per cent. of the present trade of the City of St. John would be thrown into the United States, without any corresponding return; but by the first an immense trade from Canada would be gained, and the present trade of the City secured. The following is the agreement referred to:

"MEMORANDUM of a project for the construction of a railway in the Province of New Brunswick, between the frontier of Nova Scotia and Maine, and passing through the City of St. John, N. B.

"1st. The line to be constructed by Messrs. Jackson, Peto, Betts, Brassey and Locke, and such other parties as may be associated with them, they agreeing to estimate for the work, charging the same scale of profits as they have charged on their lines constructed by them in England and on the continent of Europe.

"2d. The line to be constructed at the cost of a Company, and the required amount to be raised as follows:—£250,000 to be taken in stock of the Company by the Province of New Brunswick, to be paid for in Bonds to be issued in accordance of the Facility Bill, which the said contractors will take at par in payment of the cost of the line. In addition to this sum, private parties in New Brunswick, or Municipalities, or the Province will take an additional amount of stock sufficient to cover the cost of the land and damages. £100,000 to be taken in stock by the said contractors and their friends, and credit for that amount to be given by them in their account for construction; £250,000 to be raised by bonds of the Province, bearing 6 per cent. interest, and being of the same character, and privileged in the same way as those issued to Railway Companies in the Canada guarantee, but to be issued from time to time as the work is proceeded with, and to be taken by the said Contractors in payment at par, such bonds to be payable 20 years after date.

"The remaining portion of the cost of the said Railroad to be provided for by bonds of the Company, payable twenty years after date, bearing 6 per cent. interest, and to be taken at par by the said Contractors.

"3d. The proceeds of the land granted by the Facility Bill of the New Brunswick Legislature to be applied to the payment of interest and liquidation of the principal of the bonds of the Company.

"4th. In case the Company should determine on making a branch line of Railway from the Bend of Peticodiac, or from Shediac to Miramichi River, and that the Legislature of New Brunswick should take stock to a proportionate amount, and grant a loan in like proportion to that branch, the said Contractors agree to construct the same on terms similar to those above mentioned for the main line.

"5th. The said Contractors will send out with as little delay as possible, to New Brunswick, competent engineers to examine the surveys of the line already made, to complete them where deficient, and to prepare the necessary working plans and estimates of cost of construction of the entire line. On the completion of the estimates they, together with the plans, shall be submitted with a tender for the construction of the work, to two engineers, one to be appointed by the Government of New Brunswick, and one by the Contractors; and in case either or both of such engineers should decide that such tender is too high, and that the said Contractors shall be unwilling to reduce the same to the amount deemed reasonable by such engineer or engineers, then the said plans shall become the property of the Company, who shall pay, on delivery of the same, such expenses, including the cost of travelling, as the said engineers shall deem reasonable; and the Government of New Brunswick shall guarantee the performance of the above payments by the Company; and if no Company be formed, to pay the same.

"6th. In the event of the contract being agreed upon, the Government of New Brunswick shall be authorized to employ at the cost of the Company, a superintendent engineer, to see that the works are properly executed.

"7th. It is understood that the foregoing proposition is based on the supposition that the cost of the road will not exceed £1,000,000 sterling. It is proposed in the event of its exceeding that amount, the excess is to be provided for by a proportionate increase of the Provincial stock, the Contractors' stock, the Provincial guarantee loan, and the Company's bonds.

"8th. It is to be understood that if the number of Directors of the Company shall be seven, the New Brunswick Government shall representing £250,000 of stock, shall nominate three Directors; if increased to nine, they shall nominate four; and if increased to thirteen, they shall nominate six.

"The above proposition is the result of several conversations had between Mr. Jackson and Mr. Chandler, and Mr. Chandler undertakes to submit the same to the Government of New Brunswick, with his opinion in its favor, with as little delay as possible, after his return to New Brunswick; and if accepted by the Government of New Brunswick, he will cause the same to be communicated to Mr. Jackson without delay, in order that the engineers and surveyors may be sent in the present season; and Mr. Jackson undertakes, on behalf of himself and friends, to carry out the above proposition, on receipt of the information of the acceptance by the government of New Brunswick.

"WM. JACKSON.  
"E. B. CHANDLER.

"21st May, 1852."

We recommend the following article, from the *International Journal*, to the perusal of our readers. It goes far to prove our position, that a Railway from St. John and St. Andrews, to Quebec, will take the trade of Canada, instead of one to Portland, in Maine. The people of Canada very naturally say—"We care nothing by what route our produce goes, or our goods come back, so long as they go by the cheapest and quickest." Now if it be but a very little shorter from places west of Montreal to Portland, than it is to Halifax, will it not be very much shorter from St. John to St. Andrews, and will not these latter places secure the trade instead of Portland?

"The greatest question of an 'international' character which has ever been debated in these provinces, is certainly the Halifax and Quebec Railroad. You will have heard before this reaches you of the failure in London of the negotiations by which it was hoped to secure the resources to carry it out, and your correspondents in New Brunswick and Nova Scotia will doubtless apprise you of the effect which the refusal of Lord Derby's Ministry to accept the colonial propositions has had among the populations of those provinces. I believe that here, in Canada, the feeling will be, in many respects, very different from those which will be experienced by the Bluenoses. With the exception of the citizens of Quebec, I doubt much whether there be a man in the Province uninfluenced by the hopes of contracts or jobs, who cared for the road. In this city and westward of it, our whole attention as far as mercantile enterprise goes, is turned to the transaction of business between Europe and the seaboard on the one hand, and the west of Canada and the Western States on the other. We care nothing by what route our produce goes, or our goods come back, so long as they go by the cheapest and quickest. Now it is admitted on all hands that to reach even Halifax from places west of this city, the route through Portland will be shorter than that through Quebec—very little is true; but still shorter. It is, therefore, very generally asked why we should go to an immense expense to build another and longer road, when we shall enjoy with what we have already constructed—and what our American neighbors will shortly construct—a shorter road without adding to our present engagements. It is universally felt that if the Quebec and Halifax Railroad were even built, it would not draw off trade from the other and superior route. From this you will easily conjecture that the result of Mr. Hincks' voyage to England is by no means a matter of regret in Montreal, or westward of it. Politicians were drawn into the scheme partly because their leaders had taken it up, partly because they hoped for a share of the plunder; but the people never were for it, in spite of the parliamentary majority. In some quarters there is an attempt to throw the blame of the failure of the negotiations upon Lord Derby's ministry; but this is perfectly unjust; Lord Grey would have done the same. His Lordship's letter to Mr. Howe was so clear, that he who run might read it, and it was our own fault if we took verbal statements in preference to written documents. It is now confidently hoped that we shall go to work with a unanimous will, and complete the wanting link in our chain of communication between the sea and Lake Huron, by constructing a road from Montreal to the Hamilton terminals of the Great Western Railway."—*Montreal Correspondence of the International Journal*.

The Court of General Sessions of the Peace, for this County, was held in the Court House on the 22nd ult., but as all the County business had been transferred to the County Council, there was not much of importance before the Justices. Some Resolutions with respect to the transfer of the County Books and Papers, were passed, and several speeches made on the occasion. We have not copies of these resolutions in our possession, but will endeavor to obtain and publish them in our next.

LOYAL ORANGE INSTITUTION.—At the Meeting of the Grand Lodge, held at Sheffield on the 16th June last, S. H. GILBERT, Esq., M. P. P., was elected Grand Master for the ensuing year.

## Carleton Grammar School.

The semi-annual examination of this School was held on Saturday, the 19th inst. Many visitors were present, among whom we observed the Hon. C. Connell, the High Sheriff of this County, and several ladies who appeared to be warmly interested in the proceedings of the day.

The Scholars were examined by the Trustees of the School—the Rev. Mr. Street, A. K. S. Wetmore, and E. J. Jacob, Esquires. In the Greek, Latin, and French languages a respectable proficiency was manifested by several classes. Equally satisfactory was the result of the examination in English and general History; while the prompt and correct replies to the various questions proposed in Geography, Astronomy, Euclid, and Arithmetic, elicited a strong expression of the approbation of the Examiners, and appeared to afford much gratification to the visitors.

There were several competitors for the silver medal offered by Mr. Jacob, for superior merit in Composition. On this occasion it was awarded to James Hartley, and on being presented by the Rev. Mr. Street, that gentleman took the opportunity, while congratulating the successful writer, to express the pleasure with which he had perused the essays of many of his rivals. All of these essays were indeed worthy of praise, and indicative of a good acquaintance by the authors, with the rules of composition.

We are glad to hear that it was announced during the course of the examination that a prize has been offered by Chas. H. Connell, Esq., for the second best Essay which may be written during the next competition for the medal.

At the close of the examination the Trustees having briefly addressed the scholars, strongly congratulated the Master, Mr. McCoy, on the efficient state of the School, which they justly pronounced alike creditable to him and the County.

We subjoin a list of the different authors and subjects in which the various classes were examined, and may close our notice of this examination, by remarking that Master Isaiah McCoy was particularly distinguished for his proficiency in Greek. Masters W. Winslow, James Hartley, and Edward Irvine, in Latin; John Laverty, John Marvin, W. Winslow, and R. Carman, in Composition; James Hartley, Isaiah McCoy, and Richard Carman in Mathematics; Charles Connell, William Balloch, and H. Bull, in Arithmetic and Geography; and Jas. Hartley, and Wentworth Winslow, in History.

HISTORY.—(*Rome and England*.)—Anthon's Latin Lessons, Cæsar's Commentaria De Bellico Gallico, Natural History, Anthon's Greek Lessons, French Testament, Cicero's Orations, Virgili Maronis Æniedos, Geography and use of Globes, Arithmetic, Plane Geometry, Natural Philosophy, Zenophonto's Kuron Paideias, Zenophonto's De Cyri Institutione, Algebra, Trigonometry.—*Com.*

SCHOOL EXAMINATION.—A public examination of the excellent School taught by Miss Drake in this village, took place on Tuesday last, before a large number of visitors.

The several classes were successively examined in the various branches in which they had been instructed, and the result was highly satisfactory. We were glad to observe that in this School a taste for music is cultivated, and with no little success, if we may judge from the pleasure with which every one present at the Examination appeared to listen to several pieces which were sung by the scholars.

Want of room compels us to be very brief in our notice of the examination, and we can only add that Miss Drake is justly entitled to the confidence of the public as a teacher, and has placed the parents of her pupils under obligations of no ordinary character.—*Com.*

PENMANSHIP.—Mr. Chamberlin advertises in this number to teach a new and much admired style of Writing, to which advertisement we would direct attention. Specimens of improvement are now in our office, and from them we should judge that Mr. Chamberlin's system of teaching is well calculated to give satisfaction to all who may place themselves under his instruction. Mr. Chamberlin is certainly master of his business; he not only writes a beautiful hand, but his drawings with the pen are admirable. Call and examine his specimens.