

THE CARLETON SENTINEL.
SATURDAY, NOVEMBER 6, 1852.

RAILROADS.

The Fredericton Reporter of the 29th ult., in speaking of Railways, says—"Whether this important measure shall result in good or in evil, time alone will determine. We have felt it a duty, and a most unpleasant one too, to give it our opposition, not that we are averse to the principle of making Railroads, even in this new country, but because we believe that the people of St. John, in designing the construction of a Railroad to the American frontier instead of making it in the direction of Canada, had completely and irrecoverably lost their way both in reference to themselves, the Province, and the whole of these British Colonies; but the die is now cast, and as it is not our wont to prolong an opposition for its own sake, we shall in future endeavor to direct into a quiet acquiescence, rather than agitate the public opinion." We are sorry that our contemporary has concluded to adopt this course. If he is still satisfied that the measures passed at the Special Session of the Legislature are calculated to be prejudicial to the interests of the Province, we look upon it as being his duty to spare no pains to inform the public mind on the subject. We are well satisfied that if his views and ours are correct it is not yet too late to avert the impending evil, notwithstanding a large portion of the Legislature are against us. The people of this Province are not so Railway-mad as to refuse to listen to reason, and if it can be shown by fair and honest arguments that the present arrangements are not such as are required by the Province, and if carried out will only end in ruin, the difficulty can ere long be removed, and such arrangements made as will be indeed a benefit to all parts of the Province. We, like the Reporter, are not averse to Railways, but we are opposed to building them in such places and on such terms as must, in the opinion of all disinterested persons, prove a serious injury, rather than a benefit. This is our opinion of the lines now marked out, and we conceive it to be our duty, fearlessly and faithfully, to warn our fellow-colonists of their danger. We have repeatedly requested those of our contemporaries in St. John who are favorable to the E. & N. A. Railway and the various branches to connect with it, to give us something like a reason why or how the numerous benefits they speak of are to arise to the Province from the construction of these lines. We have had plenty of bare assertions but nothing like an argument. We are told that this line will take all the travel between the United States and Europe,—that is, that passengers for Europe will take the cars to Halifax and there ship; and passengers from Europe will take the cars at Halifax, and from thence proceed on to the United States. Now we do not believe that one passenger in one hundred will leave a good comfortable berth in a mail steamship to travel day and night in a rail car, for the sake of gaining three or four hours; but for the sake of argument we will admit that every one of them will take the cars, and what then?—What benefit will that be to us? It will make the line pay better, but these travellers cannot even if they were so disposed, spend a cent in the Province; they pass through, and that is all that we know about it. Carrying freight from Halifax to the U. States over the line is a still wilder speculation. No time would be gained in this case, but additional expense would be incurred, so that this bubble bursts at once. Now for the traffic from Shediac!! We have been told a great deal about the business that is to be carried on over this line, but we have never learned what it is to be. It cannot be fish, because they will be sent away in their own vessels quite as cheap and with as little expense as they could be sent to St. John and there shipped, and in the next place if they are to be sent by rail at all they will be sent at once to Halifax—a much better market; we know of no other trade in that quarter unless it be in blueberries. Next comes the branch to Miramichi; what gain is to be made here,—or what article will Miramichi transport by rail to St. John? Her merchants are not fools enough to lay up their own vessels and

give their carrying trade to St. John. This is quite argument enough for this line, but let us go a little farther. If the branch to Miramichi is to be extended to the Canadian frontier—and we have good reason for believing that a promise of that nature has been held out to the northern members—What is St. John to gain by it? Will one barrel or any one article from Canada find its way to that city for shipment? Will it not be carried direct on to Halifax? In this St. John has been gulled, and if the following paragraph from the Montreal Herald contains any truth, the people of the north have been gulled too. Read it:—

"CHISELLERY.—Our Quebec correspondent writes us, on Thursday, that, beyond the proceedings in Parliament, he has no news to communicate from that 'ancient capital.' With reference to the railway 'log-rolling' now in active progress, he says, 'The nonsense about the projected road to Trois Pistoles, and the British Government continuing it to Miramichi, is, of course, with a view to securing the support of the members below Quebec to the Hincks-Jackson policy—it was the result of a ministerial cloaking with M. Chapais and his eastern conferees.'"

We now come to the most important as well as the most unpleasant portion of our subject, that of charging one high in office with selfish and interested motives. In this we but give the opinion of many respectable persons in this Province, and if the charges are incorrect we do the party no harm, as an opportunity will be afforded him of setting himself right before the country. It is well known that the Hon. Mr. Chandler is the prime mover in these railway schemes, but how he has managed to hoodwink the other Members of the Government, and bring them over to his views, is yet a mystery. He was sent to England for the purpose of effecting a loan from the British Government to build the Halifax and Quebec Railway via the Valley of the St. John. In this he failed, but he saw no reasons why he should not make arrangements to benefit himself. Accordingly he entered into an agreement with Jackson & Co., to build certain lines in this Province, all to terminate at the Bend, where Mr. Chandler is a large land-holder. The first is from Amherst to the Bend, the second is from Shediac to the Bend, the third from St. John and Fredericton to the Bend, and the fourth from Miramichi to the Bend, thus making the Grand Junction of the whole of the Provincial Railways at the Bend—the contemplated seat of the Hon. E. B. Chandler. And now for the costs. We stated in our last that the whole of the distance would comprise about 270 miles, and the interest would be about £70,000 a year, but it must be recollected that this is sterling, nearly £90,000 a year currency,—MORE THAN OUR WHOLE REVENUE!!! For all this outlay we are not, that we can perceive, to have any increase of trade, or any thing on which to build a reasonable ground of hope, that our revenue is to be increased. Supposing then that all these lines are built, and that our worst fears are confirmed, and the revenue is not increased or is less instead of greater, then direct taxation must follow; and we would here ask the people of this Province if they are disposed to submit to taxation for the support of the Government, members' pay, for schools, roads, and bridges, and all the other items it may please our Legislators to lay on; and all because a blunder has been made in the location of our railways, or that a few individuals may become suddenly rich. We are not alone in our opposition to the Government railway measures. The St. John Morning Times from which paper we take the following extract is decidedly opposed to it, and the rapid increase in our circulation shows that the course we have taken in the matter is satisfactory in other Counties as well as this. We shall return to this subject in our next. The Times says:

"THE LEGISLATURE.—This body has been making rapid progress in the Railway Bills, and very little opposition has been manifested. But while we congratulate the people on the dawn of a new era, we cannot help denouncing the wholesale recklessness which characterized the members in voting away so much of the Provincial funds to the speculators on borrowed money. The walls of the House of Assembly seem to have a very contaminating effect, for members who were loudest in their denunciations of the shameful appropriation 'caved in,' not daring to vote with the minority. SEVEN only were found who preferred being defeated

on principle, rather than be dishonorably successful.—Messrs. ENGLISH, GILBERT, EARLE, BEARDSLEY, HATHEWAY, PICKARD, and RICE. "We too have been ranged on the side of the minority, but we have fought to the last for principle and justice; and have the satisfaction of knowing that our efforts have met with the approval of the community, who know that though Legislators may change and forsake those who placed confidence in them, yet that principles are unalterable, and that it is wrong in every sense of the term to barter away the rights of the people, even to men of wealth and high standing."

A Screw Loose in the E. & N. A. Railway.—A Line from Halifax to Annapolis.

Since penning our article on Railways, we learn that a contract has been entered into between the Government of Nova Scotia and Messrs. Sykes & Co., of England, (the contractors of the St. Andrews and Quebec Railway,) for the construction of a line from Halifax to Annapolis via Windsor, at £4,500 sterling per mile. The following particulars we gather from the New Brunswicker of the 2nd inst., "It is stated to be part of the contract, that Messrs. Sykes & Co., are to have a lease of the road for nine years after its construction; the first three years at a rental of 2 per cent on its cost—the second three years at 4 per cent—and the last three years at 6 per cent. The road is to be built as a Government work, and paid for in Provincial Debentures, bearing interest at 6 per cent." We sincerely hope that this piece of information will open the eyes of the St. John people to the necessity of connecting their city with the St. Andrews and Quebec road. Nova Scotia will scarcely build two lines to connect with Canada, consequently the E. & N. A. line must be a failure. This route is certainly the shortest, cheapest, easiest, and best from Halifax to Quebec that could be selected, and the whole distance can be built without interfering with the ordinary Provincial grants. We also hope that the people of Carleton and Victoria will lose no time in giving the St. Andrews & Quebec Company the right of way for their road, and also to use every exertion in their power in furtherance of an object of so much importance. A great deal now depends upon the people of these two Counties, and we hope to see them coming up to the work like men determined to "do or die."

We cannot inform "One Subscriber," why the bridge at the mouth of the Maduxnakik has been allowed to remain so long in its present state, but we can tell him what is now being done towards erecting a new one. Mr. William Stevens has taken the contract to furnish 200 cords of stone, to be delivered this winter, for the piers and abutments. We visited the quarry last week, and must say that finer building stone we never saw. The quarry is on the bank of the stream, about six miles from its mouth, and is about six feet below the surface on the top, and on the bottom nearly on a level with the water. The stone is of a bluish color and almost as hard as iron. The slabs peel off from four inches to two feet in thickness, and from ten to twenty feet square; both top and bottom are as flat and as smooth as if they had been planed, and when broken into pieces so that they can be handled, are in perfect order for laying—from one to three sides being as square as if they had been chiselled. There is proof positive to be found here that water or frost has no effect on these stones, they having withstood the action of both for ages without being in the least injured. When the St. Andrews & Quebec Railroad is continued on to Quebec, here is unquestionably where the stone for a bridge over the Maduxnakik will be obtained, and any one in this vicinity wishing to build a handsome dwelling-house would do well to visit this quarry before building of wood.

THE FIRST DAILY NEWSPAPER IN THE PROVINCE.—The St. John Morning Times, now a tri-weekly, is about to become a daily. If the Times does not succeed in becoming a general favorite, it will not be the fault of either editor or publisher.

We understand that Broadstreet Parks, the man accused of setting fire to his brother's barn in Richmond, has been surrendered by the authorities of Houlton, and is now in jail in this place to await his trial. Edwin J. Jacob, Esq., is employed as counsel for his defence.

TO CORRESPONDENTS.—"A Traveller," and other articles which came too late for this number, will appear in our next.

PREPARING FOR ANOTHER CHANGE.—Mr. O. A. Brownson, who has for some time been a strenuous Papist, after having embraced and rejected other forms of religion, seems to have gone over to infidelity. A book has been recently published by a Roman Catholic Priest of the diocese of Boston, and entitled "Atheism of Brownson's Review Detected and Refuted."

QUEBEC, Oct. 29.—Last night Mr. Young moved free trade resolution in opposition to differential duties.—Debate, but no result. Mr. Terrill, Member for Stanstead, died of cholera, and a messenger of the House. Several other deaths last night. The House is in a panic, and will probably adjourn at once.

(By Telegraph to the News Room)

Steamer Pacific arrived at New York, at 8 o'clock on Monday morning, 1st November, and brings dates to 20th of October.

Wheat more plenty. Prices of breadstuffs less firm. Trade at Manchester very satisfactory.

Louis Napoleon entered Paris on the 16th with great eclat. The Empire is not yet declared.

Duke of Wellington's funeral to take place on the 17th inst.

There is no political news of the least interest.

Hon. Edward Everett appointed Secretary of State vice Webster.

QUEBEC, Nov. 3.—Cholera broke out 24th September. Deaths to the 31st October 130. Last 24 hours 3 only. Latterly the upper classes have suffered. Wind easterly which is favorable.

NEW ADVERTISEMENTS.

"Prepare for Cold Weather!"

STOVES, STOVES.

THE Subscriber keeps constantly on hand and for sale at the Foundry Store, South End, the Maduxnakik Bridge, the Largest, Cheapest, and Best assortment of

STOVES!

in the Market. R. A. HAY. Woodstock, November 6, 1852.

Spend your Money where you get the most Value for it.

GEO. STRICKLAND

HAS completed his FALL IMPORTATION OF DRY GOODS, which he feels confident not to be undersold by any other Establishment. Principal part has been received direct from the East Market, and will be offered upon the most reasonable terms either for CASH or good OATS, at market price. The stock consists in part of

- London Made Mantles;
- Velvet, Silk, and Plush Bonnets;
- Bonnet Silks, Velvets, Plush, and Ribbons;
- Dress and other Caps, Borders, and Shapes;
- Polkas, Scarfs, Pelonies, Worsted Hoods; B
- A large and cheap lot of Prints.
- DRESS MATERIALS in great variety—the cheapest;
- Grey, White and Striped Cottons, and Warps,
- Blankets, Quilts and Horse Rugs;
- Table Oil Cloths, Squares, and Covers;
- Towellings, Osnaburghs, Ticks, Linens, and
- Ladies' Cloth and Fur-trimmed Boots & India Rubber
- Cloaking Tweeds, Linings and Trimmings;
- Netts, Laces, Edgings, Flowers and Ribbons;
- A great variety of Shawls, Scarfs, and Hdkfs.
- Red and White Flannels;
- Coats, Vests, Pants, and Shirts;
- Together with a large assortment of TOYS,
- Perfumery, Fancy Soaps, Slates, Pencils, Br
- Bracelets, Head Dresses, and Netts; Purple Silk
- Trimmings, Berlin Wools, Card Board, Playing
- Blank Books, Bibles and Prayer Books, and a
- of Fancy Articles too numerous to particularize.

Woodstock, November 6, 1852.

JUST PUBLISHED!

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For the Year of Our Lord

1853.

Edited by a Committee of the Grand Dissons of Temperance.

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