

litia (Col. Hayne) reconsidered and rejected, on motion of Mr Harding. Mr. Connell gave notice that he would bring up the subject of the office of Postmaster General, in order to make it elective, and the incumbent to have a seat in the Legislature.
House adjourned at 6 o'clock.

Communications.

To the Editor of the Carleton Sentinel:

SIR,—I am a reader of the Woodstock Journal, from the reason that I have a notion of keeping myself posted up in matters and things. I regret that that paper cannot make up its pages for even one week without slandering some individual. I did hope that the conductors of the Journal would allow the ashes of the dead to repose in peace; and that it was quite enough for them to follow their weekly occupation of slandering their neighbors, and publishing to the world that the Farmers, Mechanics and Artizans of Carleton were bought and sold like slaves—a very high compliment indeed!

The late Mr. Beardsley and his colleague Mr. English obtained a Grant of £250 towards a "Stone Bridge" over the Maduxnakik, after which R. D. Beardsley Esq. and Mr. R. A. Hay, gentlemen of reputation and character, the one a farmer and the other a mechanic, were appointed Commissioners to superintend the erection of such a Bridge. The whole country are indebted to Mr. Hay for his successful operation at his Foundry. The ploughs, cook stoves, &c., manufactured there, are highly creditable, and have this advantage over foreign manufacture—that should a break take place repairs can be made at once, whereas the others in case of damage are rendered useless.

These gentlemen were said to be recommended by Messrs. Beardsley and English, and if they had been allowed to proceed, no doubt Woodstock would have been graced with a good, substantial hardware bridge. The late John Hay proposed, in connection with the Messrs. Kelly, to build the Bridge for £1,900. The present expence has not been much short of £1,500—so I have been informed; and thus we see that, in order to save £400 or £500, a Bridge has been erected that cannot be compared to one of permanent and substantial materials. Such, I am informed, was stated at the time of General Hayward's notable examination of the subject. A few years hence no doubt but ample evidence will exist of the wisdom of erecting the present structure, while in various parts of the Province Bridges are being erected of stone—which are found in abundance for erecting Bridges—that will not rot down every ten years.

Enough of this. I also observe that this same paper is delighted with the Bill creating a Board of Works. No country ought to be more delighted to get it than Carleton. Quite enough money has been wasted by the present Supervisor. In this I agree with the conductors of the Journal. For the future let us hope for better things. Grave charges are made with reference to the Bye Road Commissioners, and attempts are made to show that a very bad state of things exists in that department. Now, sir, I put these conductors to the proof, and let them show a case, for I do not have so villainous an opinion of the people of Carleton as do these modest Journalists. I recollect that Messrs. English and Beardsley published a card, asking the Rate-payers to elect, at their annual meetings, Commissioners to expend Bye Road money; and I know that, in the Parish where I reside, the parishes thus elected have ever since that time been annually recommended for Bye Road Commissioners and appointed. I have also understood that such is the case in every Parish in the County.

Why our present representatives should be so maligned by this slanderous sheet I do not know. I would just advise a certain person and persons to pay up some of the back dues of Bruins' noses, and the proceeds of the permission to "tie the knot." I would advise one of this trio to examine his accounts and see that due entries have been made, not on empty boxes but on full ones. I have a nut in store which at a proper time will be placed in a proper quarter to be cracked. There are some people too lazy to work, and they think that some public provision should be made for them. I have no doubt that their case will be properly cared for, and justice duly meted out.

So mote it be.

INDEX.

CARLETON BYE ROADS.

- £15 Road from Bardue passing R. A. Hay's.
- 9 Houlton Road passing Bull and Smith's.
- 3 Passing H. Montgomery's.
- 6 From D. Kerney's, north west corner, passing Mauberry's and Mulherrin's.
- 5 From J. Robertson's to Rankin's mill.
- 5 Passing M'Elroy's to Maxam's.
- 11 From Maxam's to Rankin's mill.

- 10 From Beardsley's passing Davis'.
- 5 Passing Edmunds' and Robinson's.
- 14 From Tapley's passing Sherwood's to intersect road to M'Quarry's mill.
- 5 From O'Donnell settlement passing Sherwood's.
- 10 From O'Donnel settlement road passing Blakney's.
- 10 From H. E. Dibblee's to O. Brown's.
- 5 Passing D. Faulkner's, southerly, to a back settlement.
- 5 From D. Faulkner's passing J. Faulkner's.
- 5 From Love's to School House, Watson settlement.
- 4 To improve the road and bridge at Baird's, through Watson settlement.
- 9 To improve the Road between A. Bell's and W. Strong's.
- 6 From Dalling's passing W. Wilson's; balance due Stephenson to be paid.
- 5 From M'Lellan's passing Jackson's.
- 9 From Houlton road to Cunningham's, and thence passing Ray's.
- 5 To improve road Jackson's Falls passing Fitzpatrick's.
- 6 From Widow Atken's to M'Kenzie's corner.
- 5 For road crossing M'Monagle's to boundary line.
- 5 Passing D. Marshes to the Daley road.
- 6 From Neill's to the boundary line.
- 6 From the Hodgden road to Marshall's.
- 13 From south Richmond Road, pass'g Caldwell's mill, to Marshall's.
- 4 To improve the road passing Kent's.
- 3 Hodgden road to Little's.
- 5 Passing Lyderney's and Debeck's.
- 5 From M'Dougal's to Oak Mountain.
- 13 From south Richmond Road, passing Brown's, to Monument.
- 3 To improve the road to Kirkpatrick's.
- 6 From Eel River, passing Duff's and Knowlin's, to Whitesand lake.
- 5 From School House to Mrs. Johnson's.
- 5 From Mrs. Johnson's to Griffin's.
- 5 From O'Donnel's corner to Bryan's.
- 5 To repair the bridge at Henderson's.
- 20 From the Court House to Kearney's.
- 5 To improve the road south to Johnston's.
- 15 Passing Edgar's to Mallory's.
- 8 To improve the road passing Bennett's.
- 3 Ferry Hill opposite Beard's mill.
- 3 Ferry at Dicken's landing.
- 9 From Burpee's mill to M'Geo's.
- 3 From Boyer's corner to the river.
- 5 From Victoria corner to York's.
- 3 For the road passing S. Good's.
- 10 To pay C. Boyd for road opened from bridge to M'Bride's.
- 5 11 4 To reimburse J. M'Grath over expenditure in 1854.
- 17 From Campbell's to Grant's; of which sum £5 to be paid M. Campbell.
- 14 From John M'Bride's to T. Bell's.
- 6 From M'Grath's to Caldwell's.
- 8 From Caldwell's, north, to Williamstown road.
- 5 From Wm. Baker's to T. Bell's.
- 8 To improve the road from Samuel Smith's passing M'Grath's and Muldoon's.
- 10 To improve the road between Lindsey's and Chaney's, amount due Chaney to be paid.
- 6 From Chapman's, sixth tier passing Wiley's, to M'Ger's.
- 6 To open a new road on the line between M'Ger's and Freeman's, and extend to Stokoe's road.
- 5 From Wyse's to Stokoe's.
- 14 From bridge to E. B. Briggs' corner.
- 20 To improve the Bloomfield road and bridge, from Lindsay's passing Carvill's.
- 9 From Bloomfield road passing Sweet's, Smith's and Hart's.
- 6 To improve the road leading through the Crandlemeare and Tompkins' settlement.
- 6 From Isaiah Crandlemeare's to Bloomfield road on the line between Lewis' and Carvill's.
- 6 From the Good road, passing Sharp's, to the Bloomfield road.
- 6 Passing M'Leary's to Isaac Crandlemeare's.
- 5 To improve the road passing Thoru's.
- 5 From H. Savage's to Reed's.
- 5 From main Williamstown road at Meeting House to lake.
- 5 From Good's corner to Williamstown road.
- 5 From Savage's to the Good road.
- 5 Passing Nichols' to the Boundary Line.
- 15 From Good's corner to Long's.
- 5 From Long's to Tracey's mills.
- 5 Passing Jones' to the head of the lake.
- 6 From Bridge north side of Presqu'ile easterly along the bank of the stream.
- 9 To improve the road passing M'Auliffe's lot.
- 4 To pay William Starrett for work on Williamstown road.
- 19 From Flannigan's to Williamstown road.

- 9 From Prosser's to Walton ridge.
- 9 From Burpee's to the M'Cafferty settlement.
- 15 From Presqu'ile to the upper end of the Palmer settlement.
- 5 From the bridge at Whitney's, on the division line between Esty's and Brown's.
- 5 Through the Hare and Hartley settlements.
- 9 From Johnston's, passing Lloyd's, to F. Elliot's, thence to the Bubar settlement.
- 15 From the Bubar settlement to the Cronkite settlement.
- 5 From James M'Kay's, passing Thomas, to Haines'.
- 5 To improve the road passing Wake-man's.
- 6 From Buchanan's to Presqu'ile.
- 8 From Kinney's to a back settlement.
- 5 From Munquart to a back settlement.
- 5 Ferry at River De Chute.
- 18 For the road leading south passing G. Hawthorne's corner, north to M'Auley's corner, east to M'Dougall's settlement, thence south to Moose Lake.
- 9 From R. S. Wherton's to Moose Lake.
- 5 From George Wherton's corner north to intersect south branch Coxtown road.
- 5 From Moose lake, passing A. B. Woodward's.
- 13 For the bridge over the Munquart at the School House in Holmes' settlement.
- 5 From the Munquart settlement through the Hatheway settlement.
- 5 From Holmes' road to Moose lake.
- 5 From Holmes' road to Giberson's mill.
- 5 From Moose lake to the M'Dougal settlement.
- 10 Towards repairing the bridge over the Monquart; out of which Lloyd is to be paid.
- 5 From mouth Monquart to the O'Donnell settlement.
- 5 From Moose hill to the Brown settlement.
- 5 From Coxtown corner to the M'Dougal settlement.
- 2 Ferry at Estabrooks'.
- 20 To improve the road laid out by Gray and Bubar from Pole hill passing Hayden's.
- 5 For the bridge over Cross creek.
- 5 To improve the road passing Tidley's and M'Donalds.
- 5 To improve the road passing A. Robinson's.
- 5 To open a new road passing Brown's.
- 5 For the ferry landing at B. Noble's.
- 7 For the ferry landing at Hayden's, both sides of the river.
- 5 To improve the hill, south Becaguimic bridge.
- 8 From M. Orser's, passing Hayward's to the bridge.
- 5 From Wm. Hayward's to Allbright's.
- 5 From Allbright's to J. Craig's.
- 13 From J. Dickson's to Newburg.
- 10 To pay John Smith for opening a road from the new road to Becaguimic.
- 10 To pay Gray and Gallop for road south Becaguimic.
- 5 For the road leading to the Dyer settlement.
- 12 12 6 To pay a balance due on bridge over Stickney creek.
- 15 For the road leading through the Victoria settlement.
- 9 To improve the road north Coldstream.
- 14 To pay balance due on bridge over Coldstream.
- 10 For the road north Becaguimic, from Hallet's to the river.
- 30 5 To pay balance due on bridge, Coldstream.
- 5 From Belyea's to M'Burney's.
- 8 From Coldstream to A. Seely's, and for the approaches to the bridge.
- 10 To improve the road from the mouth of the Gin brook road to end of the settlement.
- 15 From mouth Coldstream to Kennedy's.
- 5 From Kennedy's, east hill, to end of the settlement.
- 5 From E. Burlock's to end of the settlement.
- 15 Towards repairing bridge at Belyea's.
- 15 From James Colters, passing P. Gallagher's, Cyrus Patterson's, Taylor's to Cumming's, through the Gallagher settlement.
- 10 From Charles Cunningham's, passing John Wiley's and Johnston's, to the Gallagher settlement.

- 10 Ferry road on both sides of the river, at John Shea's.
- 5 For the road passing David's Phillips'.
- 10 For the road passing James Gillen's.
- 10 From Giberson's through Kilmarnock settlement.
- 10 For the road passing Hevey's.

SPECIAL GRANTS, 1855

CARLETON.

- To improve the road from E. Baker's, passing Trueman's, £50 0 0
- To improve the road from Clark's to O'Donnell's, 40 0 0
- To improve the road from Campbell's through lower Newburg settlement, 50 0 0
- To pay George Richardson and others for opening road from Noble's, north, 36 0 0
- To improve the road from Churchill's Mill through to Long's, 50 0 0
- To pay Wilson and M'Lellan for fogs, and work on the M'Lellan Hill, 50 0 0
- Towards Bridge over Tompkins' Mill Stream 40 0 0
- For road and Bridge from Presqu'ile to Williamstown road, out of which balance to be paid for Bridge erected in 1854, 40 0 0
- By Presqu'ile Bridge, and passing through Williamstown out of which Mark Tracey to be paid £21 18 8, balance due him for covering Bridge in part 51 10 0
- For Bridge at Martin's, and road leading thereto, 100 0 0
- To continue the opening the River De Chute Road, 50 0 0
- For the road from Bubar Settlement to the Great Road, granted in 1854 and not drawn from the Treasury, to be re-appropriated and applied in improving the road from Buttermilk Creek through the settlement, £75.

GREAT ROADS.

- New Road from the mouth of Tobique to Restigouche, £1,000
- Fredericton to Woodstock, 1,200
- Woodstock to River De Chute, 500
- River De Chute to Grand Falls, 350
- For covering Arestook Bridge, 150
- Woodstock to Houlton, £50 of which to be expended for alterations at Richmond Corner, 100
- Grand Falls to Canada Line, 500
- Lower Landing, Grand Falls, to American Boundary, 75
- Pickard's store to American Boundary, 45
- Edmundston to Saint Francis, 350
- Buttermilk Creek to Boundary Line—over expenditure of 1854 to be paid, 140
- Patchel's Ferry landing, Beckaguimick to County Line, 500

The Carleton Sentinel.

SATURDAY, APRIL 14, 1855.

KING'S COLLEGE.—We had intended to offer a few remarks on this subject, but a pressure of business has hindered our carrying such a design into execution this week. The following which we copy from the St. John Courier will enable our readers to form some idea of the objectionable features connected with that institution.

"The vexed question of King's College has been before the Assembly during the present week. As was expected, the discussions have led to some differences of opinion. The fact is, the Institution has so long been regarded throughout the Province as altogether inefficient, when compared with its expense, that no one can undertake to defend it. That it is unpopular all parties will admit. We believe its failure thus far, has mainly resulted from its exclusive character—its internal management, and its location. With respect to the first, from the beginning it was considered as an institution especially under the control of the Church of England; and although several attempts have been made to denude it of this denominational character, none of these attempts have fully met the views of other Churches. We are far from believing that it was the desire of the Episcopal Church to retain any ascendancy, and we merely mention the fact; regretting that such a state of things has been allowed to remain. As to the second point, the internal management of the institution, it has never been successful. There has been a want of discipline at times, which has been notorious throughout the Province; Again, the location of the College is considered by many, especially of our citizens, to have limited its usefulness. Possessing an ample endowment, with spacious buildings, extensive grounds—large enough for any purpose—in one of the most healthy and lovely situations in North America, it has almost entirely failed as an educational establishment. It cannot therefore be a matter of wonder that many who see all these