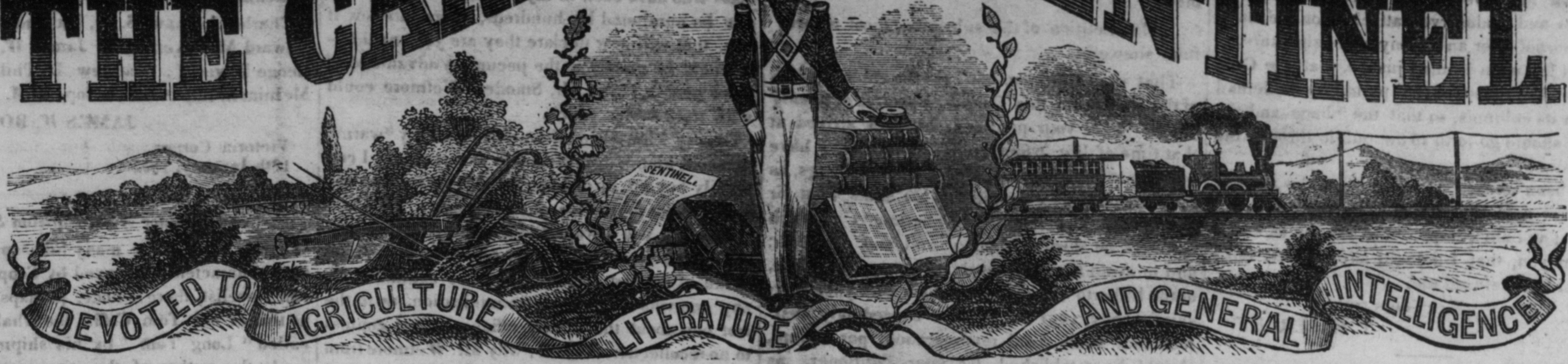


# THE CARLETON SENTINEL.



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"Our Queen and Constitution."

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By James McLaughlan.

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## Northern Pacific Railway.

The Montreal Herald published the petition of Sir Allan McNab, and others, with the following preface.

"We have, from time, invited the attention of our readers to the various plans, as they have been published, by which practical as well as speculative men have suggested that this great highway for the commerce of the world may be constructed. The practicability of its construction; the immense natural dormant, which it would develop; and the incalculable advantages it would confer on the whole human race, by the enormously increased facilities it would afford to commerce and civilization; are all points, on which doubts, we are inclined to believe, have ceased to be entertained by those best capable of forming a sound opinion on the subject. The question, then, is no longer can a railway be constructed across the North American continent, by which the Atlantic and Pacific shores will be brought within twelve or fourteen days travel from each other—and the distance between Europe and China be shortened by at least sixty or seventy days;—but where should such a road be built, and how are the means to be obtained for its construction? In the present state of the money market, and with the leading powers of the civilized world engaged in a costly and destructive war, we may well postpone the consideration of the last of those questions. It is too evident the times are not propitious for any such vast undertaking, demanding, as it necessarily would an outlay of the capital, trifling indeed, when compared with the enormous demands of such a war as we cannot but fear the European powers have only just entered upon, but large—possibly, unprecedentedly large—as an investment in the interests of commerce, of civilization and of national and individual advancement and prosperity.

The consideration, then, of how the means are to be obtained for the construction of this great projected work, we shall not, for the present enter upon: merely recording our convictions, that its practicability once firmly established and its location agreed upon, sooner or later, these means will be forthcoming, either as the result of international treaties or of ultra-national, catholic enterprise—With these views, we rejoice to see that the subject of the location of an Atlantic and Pacific Railway, has (in the form of a petition, which we give below,) been brought under the notice and consideration of our Legislature. The line of road indicated by the petitioners offers infinitely greater facilities for its construction than any other line either north or south, we, after the perusal of Gov. Stevens' report, and comparing it with the various other lines projected, have no doubt; and as its adoption, while most advantageous to the world at large, could not fail to advance the interests of our own country in an almost incalculable ratio, we trust the prayer of the petition will not be refused and that every legitimate aid will be afforded by our Government to induce its adoption."

## The Victoria Bridge.

The Montreal Commercial Advertiser seems to delight itself, in saying whatever it can, to the injury of the Grand Trunk Railway. A day or two since, it alarmed the whole country by its frightful tales of disasters to the Victoria Bridge.—On Wednesday last, however, it came out with the following correction:—

THE VICTORIA BRIDGE In our issue of Friday last we intimated that the late shove of the ice had carried away a portion of this structure, and that the estimated damage according to what we understood would be about £200,000. We ought

to have known that as there has been but £213,000 as yet expended on it altogether, there could not have been such a loss. In fact, we learn that the principal loss is that of the coffer dam and appurtenances, along with a portion of the embankment, all of which can be replaced for about £5,000 or £6,000. We are happy, therefore, to correct our error, and assure our readers that there will be no detention of the work in the spring.—The piers are constructed of blocks of stone, the smallest of which must weigh over two tons, firmly clamped and dovetailed together with large iron bolts passing entirely through one block and sunk into the others above and below, so that the permanency of the pier work of the bridge may be safely guaranteed.

OPIMUM EATING.—The New York Dutchman says, we never could understand how people can get a taste of opium fastened on them. We tried a small quantity of it the other day for a 'pain internally.' We were ordered to take two pills a day four days. The first dose was really delicious. It gave us a pink-tinged sleep, filled to the brim with girls made of rose leaves. We indulged in dreams of the most oriental order. In one of them we had a mother-of-pearl hand-sled, with golden runners. With this we glided down a rainbow made of ice-cream, and brought up on a terrace the supporters of which, were spars of emerald.—The second night things began to change. About the supporters of the terrace anacondas began to appear, while in the distance a lot of green monkeys, with their tails burnt off, were quarrelling about the propriety of making a pin-cushion of us. The third evening matters grew appalling. The terrace had gone and so had the rainbow, and the girls made of rose leaves; and in their stead we had a bed filled with grizzly bears pulling at a hawser, one end of which was fastened on our neck and the other to an iceberg. That men should use opium for a day does not surprise us in the least; that they should do so, however, for a month seems really wonderful. Rather than become a confirmed opium eater we would throw ourselves into Etna. We can imagine nothing more terrible.

## THE TURKS AND GREEKS.

The Hon. George P. Marsh, late U. S. Minister to Constantinople, delivered a lecture a few evenings since in New York, on Turkey and the East, in which, after reviewing the history of the maritime provinces, of which the Ottoman Empire is composed, he took up the present state of the country. A residence of six years at the Turkish Court with visits to the provinces, has enabled Mr. Marsh to speak with a degree of confidence of the actual state of the people and their institutions. We therefore have entire reliance in his statements. Much injustice has been done the Turks by the Christians of the adjacent countries; and Christians writers have also done their part towards fostering a prejudice against them. We make a few extracts from the lecture as reported in the New York Tribune.—*State of Maine*.—

## THE TURK.

The picture of Turkey, as presented to the Christian world, has been drawn only by her enemies; when the pencil is taken up by native artists, the duplicity and cruelty of the Christians, who have preyed upon Turkey, may be found equal to those of Mussulmen. The Janissaries were a cruel soldiery, as all unenlightened bodies of soldiers are, but the Turk, in himself is calm, and not cruel; there is no more peaceable city in the world than the Turkish portion of Stamboul, nor any more turbulent one than the Christian quarter of Constan-

tinople. The lecturer proceeded to show that the Turks are not justly to be accused of barbarism in the destruction of Christian edifices, any more than the various Christian sects. The charge of intolerance more justly applies; still, even that more properly belongs to the inhabitants of the capital than to those of the country. This little thing must always be remembered to the credit of Turkey—she has ever been a city of refuge to the oppressed of Eastern Europe. The Turk is physically and morally brave, venerative, and eminently self-respecting; but his communication with the worst form of European civilization, joined to a hopelessness for the future of his country, has much injured his good qualities. Christianity has lately been presented in a purer form to the inhabitants of Turkey; many Ottoman men and women read the Bible; and this is the more encouraging, inasmuch as religion with the Turk is the substructure of all civil organization. The present Sultan, although himself but half-educated, is a warm encourager of the civil, naval, and political improvement of his people, and urges forward as fast as they are prepared for it. The first impetus towards reform was given by France; the present British Minister has long been the friend of this Turkish reform; but, strange and melancholy to tell, the great obstacle is not found in the obstinacy of the Turkish character, but in the intrigues of the European powers.

## THE GREEK.

The Greek was next described. The reverse of the Turk in all the Turk's good qualities—like the Russian in all the Russian's bad qualities—and aiming at an imitation of the Russian, under whom he is likely to experience a worse bondage than that of his Turkish master. [Applause.] He is a liar, a sycophant; destitute of all high qualities fitting him to excel in civilization; his religious development is descendant of the ancient Greek. The modern Greeks are of a mixed Slavonian and Armenian origin. If by the restoration of Turkey, is meant the restoration of the system of the scimitar and bowstring—the less success the attempt has the better for the welfare of the world. But a glorious and happy future would await Turkey were an enlightened constitutional system of government secured to her by the consent and guaranty of the European powers. Under such a system confided to the guidance of native rulers, Turkey would flourish much more than by being made an appendage to any of the nations which now contend for her.

[From the New Brunswicker.]

The advantages which the people of the United States expected to have derived from the war in the East have not been realized; on the contrary, it has seriously affected their commerce, and caused mercantile stagnation and bankruptcy among them. When the contest first commenced between Russian despotism on the one hand, and justice and moral advancement, as exhibited by the Western Powers, on the other, our Republican friends vainly indulged the hope that they would be in the position of the fox while the two sturdier animals were contending for the prize; they imagined the piratical vessels bearing the Russian flag would swarm the seas, that British commerce would be sadly molested, and that they would have the carrying trade almost exclusively in their own hands. But these anticipations have not been realized, the vigilance and activity of the allied cruisers having effectually prevented any depredations upon their commerce. Hence we find that the American papers are altering their tone, and that the most rabid among them are earnestly wishing for the return of peace. This

however, cannot be expected until Russia has been completely humbled;—the Crimea will be wrested from her grasp, and the fortifications of Sebastopol, it is said, will be razed to the ground leaving nothing but the site of the city.

Mr. Evans, an American, writes from St. Petersburg to the New Bedford Mercury, under date of Nov. 1 as follows:—

I am confident that we shall have peace by the 1st of April next, or a general European war. If peace is not concluded by spring, the campaign will be continued by the allies on a gigantic scale and we may expect to see the French and English armies in St. Petersburg and Moscow.—The Russians will show a good front, but they cannot stand before all Europe, or even the French and English alone, if they should put their whole force against Russia:

A German almanac remarks that a young girl is a fishing rod—the eyes are the hook, the smile is the bait, the lover is the gudgeon, and marriage the butter in which he is fried.

## Communications.

To the Editor of the Carleton Sentinel.

SIR,—This being the time appointed for the members of the Woodstock Fire Engine Company, to assemble, they met at 11 o'clock at the Engine House in uniform, and proceeded to elect officers for the ensuing year. James Everitt, re-elected, Captain; Samuel Ganong, 1st Lieutenant; Israel Churchill, 2nd Lieutenant; D. L. Dibblee, Secretary; Henry Baird, Treasurer. The Company then proceeded with the Engine in good working order, round the square, and returned to the Engine House, thence repaired to Mr. Williams's Hotel, to dine—with whom previous arrangements to that effect had been made, and there awaited them a substantial feast, got up in Mr. Williams's usual excellent style, and it certainly was highly creditable to him and exceedingly gratifying to the Company, who did ample justice to his well dressed Turkey's, roast and boiled; Hams, roast beef, pies, tarts, puddings, &c., &c. Several guests were invited to partake with the Company, and they regretted that the Firewardens Messrs. Baird and McLaughlan, were prevented by urgent business from attending. Mr. English addressed the Company in a neat and appropriate speech, in which he complimented the Company for their efficient appearance, and strongly recommended the continuance of that good feeling and unanimity in the Company which he had that day observed and concluded by expressing a hope, that however able they might be to contend with the caloric enemy, it would be a long time before they were called upon to prove their efficiency in that particular. Dr. Wood, was unfortunately obliged by professional calls, to leave immediately after dinner—this was regretted, as much amusement and instruction was anticipated from the Doctor's well known faculty on such occasions.

This is the second time the Company have dined together—Mr. Bailoch on a former occasion spread before them a goodly supply of the creature comforts, which were duly appreciated.

A better Engine is much required, and it is to be hoped, that as the sum of £100 was assessed last year to procure a suitable and efficient Engine, the Municipal Council will order another assessment this year for the same amount, and that the Fire Wards will, the ensuing summer, procure such an Engine as will be a credit and a safe guard to the village.

Yours, &c.,

ONE OF THEM.