

## Correspondence.

We do not hold ourselves responsible for the opinions of Correspondents unless Editorially endorsed.

We have to apologize for the late hour at which the following Address appears in our columns. It was received some two weeks ago, but the state of our pages during that time rendered it impossible for us to give it a place, unless by the exclusion of other matter which was not convenient to be done.

TO THE  
Farmers, Mechanics, and Manufacturers  
OF THE  
COUNTY OF CARLETON.

The Committee of Management of the Carleton County Agricultural Society have learned with regret that some dissatisfaction has arisen throughout the County, in consequence of the increase of the subscription for membership, from five to ten shillings. The Committee think that the readiest and most effectual means to remove this dissatisfaction, will be to set forth the reasons which induced the members of the Society to make the change, and to indicate the advantages which are likely to flow from that change. A plain statement of the facts of the case will be sufficient to convince every candid person that the increase in the amount of the annual subscription was rendered necessary by the position in which the Society was placed by the action of the Legislature with regard to Agricultural Societies. If the subscription had been allowed to remain at five shillings, the operations of the Societies must have necessarily been much contracted, while by doubling the subscription there is a certainty that, with the support from the public which the Society has a right to expect, it will not only be able to maintain its present character for usefulness, but that its means for assisting the development of the agricultural and manufacturing resources of the County will be more than doubled.

The facts are these:—The Statute by which for a number of years, up to 1854, the proceedings of Agricultural Societies were regulated, enacted "that there should be allowed to each Society, out of the Provincial Treasury, annually, a sum equal, under certain conditions, to three times the amount raised by such society by local subscriptions." This grant, the law provided, should be expended in giving premiums, or in any other way for the improvement of Agriculture and Domestic Manufactures. But by an Act passed May 1st, 1854, intitled "An Act for the improvement of Agriculture," a great change was made in the manner in which the Government grant could be laid out; the seventh Section enacting that "The amount of premiums to be awarded by each Society in any one year shall not exceed the amount of local subscriptions and donations of the Society." Thus, while by the former Act a part, or the whole, of the Government Grant could be expended in premiums, by the latter no part whatever could be so expended. The new law rendered it indispensable that the whole amount paid in premiums should be the proceeds of local subscription.

But experience has shown that it is the yearly Show of the Society, with the premiums offered thereat, which constitutes its chief support; for it is the desire to compete for and secure these prizes, which induces to join the Society those members by whose contributions it is enabled to fill its treasury and carry on its operations. Were no premiums offered, probably private subscriptions would not be received sufficient in amount to enable the Society to draw the Government allowance, and the institution would be brought to an untimely end for lack of the "sinews of war." The Society, therefore, cannot be kept in existence in the present state of things without the offer annually an extensive Premium List, which in its turn necessitates a large Subscription List. In 1854 a considerable sum for premiums was raised by a special subscription, to which several members of the Society contributed in sums verging from one to ten dollars. But even the aid of a special subscription from a limited number of persons was insufficient to produce a sum for prizes large enough to excite a spirited competition, as the shabby Exhibition of last October too plainly showed. And although the amount of premiums in 1854 had really been sufficient, the sums could not have been again obtained by the same means. Although a few members could be found so much interested in the preservation of the institution as to furnish from their own pockets the means of keeping it in existence for one year, it would have been preposterous to expect a yearly repetition of

such unusual liberality—to expect that there existed in the County a dozen or two of persons so very verdant as to provide thirty or forty pounds to be given in premiums to those who care not a straw for the Society except as a means of immediate pecuniary advantage, who begrudge the single dollar of subscription necessary to enable them to compete, and who would not contribute that one dollar were they not expecting to gain two, three, or four in prizes. At the annual meeting in December, 1854, the whole matter was fully considered, and the almost unanimous opinion of the meeting was,—That an annual Show with the offer of premiums thereat to the amount of eighty or a hundred pounds was required to keep up the public interest in the Society; that it would be impossible to get a sufficient number of members to make up this sum in five shilling subscriptions; and that, as the only available resource, the subscription should be raised to ten shillings. The change was immediately made.

These are the plain facts. If they will not of themselves remove the existing dissatisfaction, no amount of eloquence at the command of the Committee of Management will suffice. Facts are stubborn, independent, unaccountable, hard-headed things. A few persons after reading this explanation may still withhold their support from the Society, deterred by the increase of subscription; but they will find it difficult to gainsay the statements above made, or to convince any reasonable man, that these statements do not present a sufficient justification of the action of the Annual Meeting of the Society, in increasing the amount of subscription from one dollar to two.

The Committee of Management have believed, that the usual supporters of the Society would readily acknowledge the propriety of the change, and have planned their operations upon an unusually extensive scale, depending upon the good will of the public for pecuniary support. A Premium List has been made up and published which embraces most of the productions of the farm, and many of those of the work-shop. The amount of the premiums offered is about £125, a sum much larger than ever before offered by this Society, and more than double of that offered last season. To cover the probable amount of awards of prizes by local subscriptions will require two hundred members.

There are some small immediate advantages accruing from membership besides that of the privilege of competing for premiums, of which individuals may not have taken thought. The services of the Society's imported Stallion, "Farmer," are set at five dollars to non-subscribers, and to subscribers at only three; thus a person joining the Society and taking advantage of the services of the Horse, substantially receives back the two dollars which he has paid as subscription. Again, the Seeds, implements, &c., kept by the Society are sold to members at cost and charges, but to all others at twenty-five per cent. advance; and thus a person who purchases to a considerable extent, by becoming a member, saves probably two or three times the amount of the subscription by getting articles at a low rate. These, however, although real inducements, may be but small ones. There are other and greater considerations of a pecuniary kind which might induce those interested in the welfare of the Society to contribute to its support. The larger the amount collected by local subscription, the larger will be the Government allowance—the law authorizing the grant being framed upon the principle that those Societies which do the most for their own support are the most deserving of assistance from the Provincial Treasury. Besides the regular annual allowance, the Legislature several years since made a Special Grant of £100 to the Agricultural Societies of each county, conditional upon their supplying an equal sum, the whole to be expended in the importation of improved breeds of Cattle, Sheep and Swine.—Want of funds has hitherto prevented this Society from taking advantage of the grant; it rests with the public whether it shall be placed in a position to do so this or the ensuing season.

It is hoped that these explanations will help to remove some of the prejudices against the Agricultural Society, which exists to such an extent throughout the County. The managers of the Institution believe that it has effected, and is yearly effecting no small amount of good; but should the Farmers, Mechanics and Manufacturers of Carleton enter readily into the present arrangements and give it their hearty support, it will be able to take a position for usefulness which it has never before enjoyed. New and wide fields for exertion are opening before the Society; it has (as the French say) a great "mission" to perform; but it must have the means. Money is the sinews of war, and money is at present its chief want. The Government of the Province offers three pounds

out of the public revenue for every pound contributed immediately by the people themselves. It only remains that all those interested in the improvement of the Agriculture and Manufactures of the County—and who is not?—should do their share towards filling the treasury of the society, to enable it to proceed with its usefulness, and to keep pace with the progress of the age.

(By Order,) JAMES EDGAR,  
President C. C. Agricultural Society.  
Wakefield, July 14th, 1855.

## The Carleton Sentinel.

SATURDAY, AUG. 4, 1855.

## RAILWAYS.

It is instructive to look back and see with what rapid strides the progress and prosperity of different countries have been developed during the last half century. Different elements have doubtless been instrumental in these achievements, but perhaps there have been none more so than the introduction of the Railroad system. The advantages of this rapid means of communication and intercourse are so palpably evident, that it only creates wonder and astonishment that any country possessed of the least enterprise, and abounding with resources peculiar to itself, should hesitate to avail itself of such facilities to develop the sources of wealth which nature has lavishly placed at its disposal. To no country, perhaps, are such remarks so peculiarly applicable as that of New Brunswick. She early caught the spirit of enterprise from her neighbors of the United States. Public attention was directed to the advantages of a speedy communication with the Canadas. The idea of a Railway between St. Andrews and Quebec was promulgated. The Canadians, sensible of the very great importance of a direct communication with the sea-board—during at least six months in the year, when their own natural yet circuitous highway was bound in icy fetters—entered very readily into the plan; and, if our memory serves us correctly, so earnest were they to carry it into execution, that they not only offered to build their part of the line at once, but to continue it to the Grand Falls. Here, it might be supposed, was ample encouragement for the completion of such a scheme. But, alas! there were other elements at work. The commercial interests of St. John were opposed to making St. Andrews a terminus for the iron highway. A narrow, contracted jealousy could not brook the idea of that port absorbing the fruits of such a means of transit. St. John must be the terminus, or you can have no railroad was the principle of action; and although the opposition has not been, perhaps, openly and honestly avowed, yet it is not the less palpably evident, because it has been somewhat indirectly offered. Delay followed delay; obstruction after obstruction was thrown in the way; and what has been the consequence? The people of Maine, taking advantage of such a suicidal policy, projected the Maine and Portland Railway, which is now in successful operation.

Had the undivided interests of this Province, united with the commercial influence of Quebec, been applied with energy to the establishment and completion of the St. Andrew's and Quebec Railway, is it to be supposed that our neighbours could have gained the ascendancy, or that they would have even attempted the Portland line? So much for the effect of a local, selfish, contemptible jealousy. But is that jealousy at an end, and shall we be visited by any more of its ruinous effects? Hear the St. Andrew Standard on the subject.

"A local, selfish, blind policy—fear of competition, and jealousy of anybody getting on but themselves, have hitherto led our St. John friends to look black on the St. Andrews and Quebec line, and the Government too weak to venture on offering the least opposition to what the City considered for its own interests, even if they had not been thoroughly imbued with the same feeling, have caused an impetus to be given to the Calais road, which it otherwise would have never have received.

We do not hesitate to say that if "our road," is allowed to languish another year, that our enterprising neighbours on the other side of the Boundary, will distance us, and have their road built up to Houlton, before we shall complete thirty miles. If such should be the case, we may not only say good bye to St. Andrews, but the Province may say good bye to all hopes of future prosperity. With the River St. John tapped above Woodstock by an American line, the City of St. John must decline, the lumbering operations of the upper country be diverted from our Harbors, and ruin and stagnation alone remain.

The Calais road is building itself—mark that ye rulers! Our roads can easily be made to do the same—nay, they would do so if uninterfered with and unhampered by your petty intrigues; and were it necessary, we know of, and could name, two or three men who would undertake to build them,

without further facilities, provided only those already given by the Legislature were not withheld by the Council."

We have no doubt that the Standard predicts correctly concerning the future. Let local interests take precedence of the public good: let the too well known policy hitherto pursued be carried out still farther,—and it does not require the penetration of a prophet to foretell the inevitable result. The upper valley of the St. John will be tapped by an American line, and then St. John may bid good bye to the trade of this section of the country. Wisdom would prompt a different policy on the part of our commercial emporium. Let the energies and influence of that city be directed to the completion of that line now in progress and partly in operation: let that line be at once put in connection with another to the city,—and then the necessity of a communication with the sea-board through the medium of an American line will at once be superseded, and the traffic of the country kept in its proper legitimate channel.

We were not aware that the Government of this Province had rendered themselves liable to such a charge as that preferred in the Standard. We could readily imagine that they were composed of discordant materials; and that sectional and local interests would frequently exercise an influence prejudicial to the public good; but that as a body they were inimical to the prosperity of the only successfully commenced Railroad in New Brunswick, we are not prepared to receive. The following, which is taken from the London Daily News, July 3, seems to confirm the justness of the charge made by the Standard.

"ST. ANDREWS AND QUEBEC RAILWAY.—The adjourned half-yearly meeting of the Class A shareholders of this company was held on Thursday, at the office, Parliament street, Mr. F. Edwards in the Chair.

The Chairman explained that the object of the meeting was to complete the business which had been left undone. Since the adjournment on the 26th of April last several of the proprietors had kindly offered their services to assist the directors, with a view to get the company out of its difficulties. They had acted very cordially with the directors, and had agreed upon certain resolutions, which would be submitted to the meeting. The first business they had to proceed with was the election of directors and auditors.

Mr. F. Edwards and Mr. J. Montague, the retiring directors, were re-elected, and Mr. H. C. Cheltenham was elected a director, in the room of Mr. Maudslay, resigned. Mr. Groves was elected an auditor, in the room of Mr. Wythes.

The Chairman said it was proposed to send a deputation from the Board to New Brunswick, in order to negotiate with the railroad company and the local government, with the view of making arrangements for the completion of the railway to Woodstock as soon as possible.

In the course of a short discussion, a series of resolutions were passed, expressing surprise and regret that the New Brunswick government persist in their refusal to deliver to the railroad company the debentures due in respect of the shares which the government have subscribed, notwithstanding that the expenditure made by the Company fully entitles them to the debentures; the result of this proceeding would be to delay the works and damage the credit of the province, expressing deep regret that the bill sanctioning the plan to complete the works was lost by a majority of one in the last session, through the divided support of the government; also expressing regret and surprise that the further grants of land which the class A shareholders were led to expect would be transferred to the railway company as heretofore, have also been withheld, by which course the completion of the line is materially impeded and a valuable source of raising capital taken from them; and authorising a deputation to proceed to New Brunswick, for the purpose of negotiating with the railway company and the government for the completion of the railway to Woodstock, and otherwise to forward the interests of the company.

A vote of thanks to the chairman and directors concluded the proceedings.

The following extracts, which we take from the Reporter, forming part of a well written article on the "St. Andrew's Railway, the Government, and the Standard," put a different aspect on the matter, and evidently implies that the chief difficulty has had its origin in the local dissensions that occurred among the managers or conductors of the Railway. We regret that our limits will not permit our giving the article entire.

The Sentinel is not a partizan paper; and we deem it our duty as an independent journalist to give our readers both sides of the question, leaving them to form their own opinion of the matter.

"The present deserted state of the St. Andrews Railway is a matter of deep regret to all who, for the last three years, have witnessed with a friendly disposition the efforts made by that section of the Province to render available the interior resources of a rich and fertile country, with the ultimate design of connecting with eastern Canada. These efforts we had witnessed from day to day, and in the midst of much that was calculated to throw a deep gloom over the whole undertaking