

May 10, 1856

THE CARLETON SENTINEL.



Published and Edited]

"OUR QUEEN AND CONSTITUTION."

[By JAMES McLAUCHLAN.

VOL. VIII.

WOODSTOCK, N. B., MARCH 29, 1856.

NO. 31.

Original Poetry.

SATAN IN COUNCIL. No. 5.

Dated beneath the hustling board,
Where witty speeches oft are heard;
Satan and Council here are met,
To take the simple in their net.

Satan in his address he feared,
That thousands from him disappeared—
Who saw themselves on ruin bent,
By drinking to such great extent.

Yet never fear our net is spread,
To take the sober mass instead;
If from us now they screen a few,
We'll have our thousands yet in lieu.

Now Satan said keep dark and sly,
Let all the mass believe a lie;
Gross errors will upon them creep,
When sober men are fast asleep.

'Tis now reported next to crime,
Tetotal papers not to sign;
Thus long petitions swiftly fill,
With scores of names a gainst their will.

Watch and be sober, was the word,
But now 'tis scarce distinctly heard;
Such things we sadly misconstrue,
Watch, drunk and sober, put them thro'.

Abstainer rises from the hedge
Of filth and dirt, has signed the pledge;
Seeks by his cut and sheering hints,
To gain electioneering points.

He goes for Law, that soon we trust,
Will doom the spirits of the just;
And wicked to alike to share,
In all the pit of black despair.

Then Satan said adjourn we must,
This smelling frog is sure to burst;
Then turf and murder, bound to see,
All hands at war and disagree.

Edley House, 1855.

R.

Correspondence.

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

The following communications were received too late for last week's impression.

To the Editor of the Carleton Sentinel.

Sir,—As a settler in this upper County, I consider I would be guilty of neglect of duty if I allowed much time to pass without giving our worthy Colonel Coombs, very much credit, for his management in removing one of the greatest obstacles on the River St. John, which has caused thousands of pounds damage yearly to the lumbering interest. He has performed a piece of work what has been considered an impossibility, (by the many who ever saw it,) by cutting his way through ice forty feet perpendicularly, on the pitch of Grand Falls, and making his way on Split Rock, and succeeded in blowing twelve feet off of the top of said rock, making it sufficiently low to allow timber to run over said rock, without striking. I will leave all interested persons to make an inquiry as regards the above, and they will find themselves happily disappointed, as regards the Colonel's success in his critical undertaking. And further I will leave the public to judge, if it would be improper for our Government to take notice of the above by showing a willingness to countenance such an act of daring skill and perseverance. And further it must be considered that his crew is not only worthy of the thanks of the subscriber for their courage in working on the floor of the ice over the mouth of destruction, but the thanks of the whole country is due to them.

Yours,
A SUBSCRIBER.

Victoria, March 17th, 1856.

To the Editor of the Carleton Sentinel.

DEAR SIR,—I wish with your kind permission to make you and your numerous subscribers acquainted with a most detestable piece of rascality which has been committed in this neighborhood. Last Thursday night, about 10 o'clock, the Schoolhouse in this neighbourhood was set on fire by some villainous person. The fire was discovered by Mr. Squires before it had done much damage to the house. A Library worth ten dollars was for the most part destroyed, together with a great number of school-books. The building had been fired in three places. That it was purposely set on fire was evident. Two of the benches, the library before alluded to, and a number of papers and school-books were placed on a desk by one of the windows, and the window hoisted apparently for the purpose of fanning the flame. A pile of combustibles was placed on a desk in another part of the room and set fire to, while the paper on one side of the wall was partly burned. I grieve very much indeed, to think any person would be evil enough to set fire to any house, but especially a school-house, they are so much needed, and so hard to be got. I hope that should the perpetrator of the deed chance to read these lines, he will think over the wickedness of the crime he intended to commit, and endeavour to make all the reparation in his power.

Kent, March 15, 1856.

A. B.

Provincial Parliament.

HOUSE OF ASSEMBLY.

FREDERICTON, March, 19 1856.

The several Railway bills were committed on Saturday last, read through, and progress reported thereon. The House again on Monday went into committee on the said bills, Mr. Gilbert in the Chair. The Attorney General arose and said he was not going to make an exposition of his Railway policy; his views his sentiments, and the views of his government had been laid before the House and before the country, and he wished to press this bill, and those in connection with it, on the House from day to day till a full expression of the Committee should be had, and the country know whether we were to have a Railroad or no Railroad. He said former governments had acknowledged the principle, and previous legislatures had declared the necessity of adopting the policy of Railways. He then referred to the caution with which Railways had been introduced into Britain, and the change of opinion since their introduction into that country; and similar results had taken place in every country in which Railways had been introduced. He then gave a mass of statistical information in reference to Railroads in Great Britain, as to their expenses, advantages and the amelioration of the condition of the human race. He also referred to India, where the inhabitants worshipped stocks and stones; even there they had introduced Railways, and had some one hundred and fifty miles in that country. He would tell the committee how he proposed to build Railways in this Province; he intended to borrow £800,000 at the first loan; he had asked for that sum,—he thought that was sufficient to establish our credit. He did not like to ask for more—millions sounded too large; he therefore only asked for thousands. He would wrap himself into the spirit of prophecy and predict, That when they have expended the eight hundred thousand pounds, they would be able to procure a further sum, on better terms, and be better prepared to meet them. He was a man that had great faith in our country. It had been said we were too poor to build Railroads; it was said we had no money for Bye-Roads: but he knew

when the country was in a far worse condition: yes, he knew when we had only one hundred pounds for each county in the Province for Bye-Roads. He then contrasted the abilities of New Brunswick with Maine, drawing his conclusions in favor of his own country. Portland had incurred a debt of one and a half million of dollars, with only twenty thousand inhabitants, to build the Atlantic and St. Lawrence Road, while New Brunswick had nine times the number of inhabitants. Surely we could, with all the revenue arising from our commerce to assist us, while that of Portland had to be sent to Washington, build twice that length of road. He said yes,—the sum formerly taken to pay our grog bills would be plenty to build all our Railroads; and continued to make similar comparisons with other towns and roads in the State of Maine. He said the inhabitants of the State of Maine had what we had not—they had self-reliance. Yes the City of Bangor had incurred a debt of two hundred thousand pounds, with a population of only fourteen thousand inhabitants, while they had to contribute to the support of the Federal government beside, which was far more than double all the debt the bills before the committee intended to incur. He did not intend to compare with the old world; he would not compare with Canada; but among the frosts and snows of the State of Maine, whose resources, abilities, and capacities were every way inferior to ours. The Bills before the committee were precisely the same as those in Nova Scotia, and he contemplated to move with prudence to complete the line between Shediac and the Bend next summer, and to finish the remainder, or that portion between the Bend and St. John in the two following years, during the completion of which he contemplated to have the line between St. John and Woodstock, and line between Shediac and Miramichi surveyed. Fifty thousand pounds only was to be expended this year, and a sum not exceeding £200,000 annually thereafter. He advocated an additional duty of 2 1-2 per cent. on all imports for the purpose of securing the payment of interest on money required to put this country on a level with all the great countries around us. And after all the whole turned on the settlement of the "Jackson Contract", and if the House did not satisfy the agreement made with the contractors, the whole arrangement must fall to the ground. The sum to be paid to the contractors is ninety thousand pounds sterling, including the debentures already advanced, which is forty-three thousand, unless the House was willing to let them take the fifty thousand pounds which was this year's instalment of the contemplated loan, and build towards Fredericton, which he would have no objection to do, and ended his speech in a declamation in favor of Railways uniting the Colonies, uniting the old world with the new, all of which he said were prefigured in the bills before the House.

Mr. HARDING of the City of St. John spoke next, he said he understood there were three hundred tons of Railway iron on the line, which would be of service in prosecuting the work, but with reference to the other property belonging to the Contractors, excepting the two locomotives on the line, would be entirely worthless to the Government.—He said we were not getting value for the £90,000 sterling, we were called upon to pay; and the question was, had we better pay £20,000 more than the work was worth, or wait fifteen or eighteen months before we should proceed, but he for one did not believe the contractors entitled to one penny. Well did he remember at the great Railway demonstration in Saint John, when Mr. Jackson declared if the Government and Company desired it, he would tear the seals from the contract and hold them responsible no longer, but what was the

reply and what was the fact, what party in the contract had failed? No less a percentage than Mr. Jackson himself. Had he been an American instead of an Englishman, every man throughout the breadth and length of the land would have arisen and denounced him as a swindler. He, Mr. H. also complained much of the Bill which contemplated an additional tax of 2½ per cent on the trade and commerce of the country, the idea itself filled him with horror, and would drive away the trade of the country altogether, and concluded by saying he did not rise to oppose or support the bill, but wished to receive further information.

Mr. BOYD said he was like the member that had just spoken, he wanted further information, he was as anxious as any man to see Railroads built in this Province; but the present scheme was altogether too large; he wished to see the Road from Shediac to the bend built, and from St. John to St. Andrews, and from thence to Woodstock, and it was preposterous to talk about building any other line in this Province; he urged the claims of the St. Andrews Road as being paramount to all other lines; he said there were about twenty-five miles of that Road already finished, and the cars had already run upon them, but had no business to do, because the whole line was not completed, and charged the present Government, as well as the late, of hostility to that Road and through their successful attempts to build them had been burked by them.

Mr. BROWN said the assertions made by his hon. colleague were not born out by the facts, for the reverse of that would be nearer the truth, and proceeded to show that it was the fault of the Contractors and Company, and not of the Government—that the St. Andrews line had progressed no better.

Mr. GRAY afterwards spoke at some length in opposition to the Bill, and contended that to compromise with Jackson at this time, would be nothing less than a bonus to the Contractors to give up the work at a price far beyond the intrinsic value to the purchaser—he was followed this morning by McAdam, in favor of the Bill—Smith also spoke in favor of the Bill, followed by Street in opposition, is still speaking, and will continue till after the mail closes—it is expected to take the question on Saturday. I cannot inform you what the division will be, but no doubt the Bills will be sustained.—Cor. of the Religious Intelligencer.

Reported for the Carleton Sentinel.

FREDERICTON, March 20th.

The all absorbing measure before the House at present is the Railway scheme which was introduced by the Attorney General on Monday. Most of the members of the Government have already delivered lengthy speeches in favour of the bills. The principal speakers in opposition, have been Messrs. Street, Boyd, Gray, Kerr and End. Yesterday morning Mr. McAdam made a short and convincing speech in favour of the scheme. He exhibited some statistics showing the satisfactory working of a short Railway near Calais, and in which he himself was peculiarly interested. He also expressed it as his belief, that now was better than any other time for the commencement of great public works. He was followed by the Hon. Mr. Smith who replied at some length to the arguments used by Mr. Gray on the previous day. He supported the scheme in all its details and condemned the great Contractors in pretty severe terms, for the manner in which they had acted towards this Province.

Mr. Street condemned the whole scheme from beginning to end, and defended the character of Jackson, Peto & Co. He believed they were not the men to shrink from carrying out their contract,