

The Carleton Sentinel.

WOODSTOCK, SATURDAY, DECEMBER 6, 1856.

By the kindness of J. T. Allan, Esq., the obliging Agent of the Union Line of Steamers at this place, we are enabled to lay before our readers some figures showing the amount of freight and passengers brought to Woodstock by steam during the season just closed:

SEASON OF	Barrels from Fredericton to Woodstock.	Barrels from Fredericton to Tobique.	Barrels from Fredericton to Grand Falls.	Total barrels from Fredericton.	Passengers, way, and to Woodstock and back.	do. do. do.	do. do. do.	No. of Passengers from Fredericton.
1856.								
Richmond.	4000	800	500	5300	800	200	75	1075
Doon.	2000	800	600	3400	1200	200	125	1525
Reindeer.	300	300	300	900	600	250	50	900
	6300	1900	1400	9600	2600	950	250	3500

Sixty-seven trips were made above Fredericton. Of these, the *Richmond* made 20 to Woodstock, 5 to Tobique, and 3 to the Falls; the *Doon* made 19 to Woodstock, 5 to Tobique, and 3 to the Falls; the *Reindeer* made 6 to Woodstock, 4 to Tobique, 2 to the Falls,—bringing, in the aggregate, from Fredericton, some 9,600 barrels, and 3,500 passengers. The freight, we may observe, is all reckoned in barrels, 250 lbs. being called a barrel. To show the length of time the Boats were able to run last spring and fall—

Richmond commenced, Apr. 26, stopped June 17; com. July 5, stop. Aug. 22; com. Sept. 26, stop. Oct. 13.

Doon com. Apr. 29, stop. June 22; com. Aug. 13, stop. Aug. 22; com. Sept. 27, stop. Oct. 14.

Reindeer com. May 10, stop. June 17; com. Sept. 26, Oct. 10.

In addition to the above, we have had a fleet of some twenty Tow-boats on the river; some of them during the whole season, some only for the fall months. These have brought—as far as we can learn from the best available sources of information—about 15,000 barrels to Woodstock, and above; in addition to probably some 5,000 barrels way freight between Fredericton and Woodstock. Thus the amount of freight in various kinds of merchandise, amounts to nearly 30,000 barrels, shipped at Fredericton for the upper St. John, the freight on which has, at a low figure, amounted to about £4,000.

While in the above, we have in figures the immense trade of the upper St. John, it must not be forgotten that these supplies are brought to districts which in an agricultural point of view are second to none in the Province, where large quantities of the necessaries of life are raised for home consumption, and from which large quantities are, and, with superior facilities, immensely greater quantities would be exported, in the shape of stock, meat, butter, cheese, grains, &c., &c.

It may not be amiss for us to state, that from the concurrent testimony of many on whose judgment we must put confidence, we consider that the present Commissioner for the improvement of the navigation of the river, has been pursuing the duties of his office with considerable success. This is a subject on which most of our readers are interested. Until we have a railroad, we must depend entirely upon the river for a highway upon which to carry on our import and export trade; nor even when our railroads are all built, will the navigation of the river cease to be of importance, and therefore it becomes of very great importance to have everything possible done to lessen the risk and increase the facilities for safe, comfortable, and lengthened steam travel up the St. John. By the memorandum handed us by Mr. Allan, which we publish below, it will be seen that immediate attention is directed to one particular place, which is a great annoyance, and has been, as is shewn, the means of a large amount of loss.

Before we conclude we may be allowed to express the high opinion entertained in this community for the Captains of the respective steamers mentioned above, viz., Messrs. Currier, Duncan, and Blanchard, as gentlemen well fitted for their onerous and important situations. To the latter in particular we, during the past season have been laid under obligations, for which we take this opportunity of returning our thanks.

Mr. Allen's Memorandum.

"May 19, the Reindeer, on leaving the wharf at Woodstock, swung and drifted on to some rocks just below the mouth of Maduxnakik, where she unfortunately knocked a hole in her bottom, which caused her to leave the route until the 29th; and again on the 27th Sept., she struck on a rock in White Rapids, near Grand Falls, which accident put her off the route for four days."

"There is an obstruction in the river at the place first mentioned, just below English's landing, to which the attention of the Chief Commissioner for the improvement of the navigation should be directed, viz., a large Rock, a few rods below the landing, which very much hinders steamers from leaving the lower end of the wharf, or rather inside the lower end; there not being space enough between the end of the wharf and the rock to enable them to back down and go out side-ways into the current so as to maintain a straight position up and down. As it is, for fear of breaking the stern and rudder of the Boat, the Captains, on leaving for up the river, have to point the boat quartering across, and trust to the rudder to straighten her when sufficiently far out; but in many cases they fail, especially when the Boat is of great length.—To the existence of that Rock may be attributed the damage to the Reindeer on the 19th May last, as also the sinking of Mr. Rogers' tow-boat in October 1855."

Last winter, during the Session of the Assembly, on motion of Mr. Hatheway, the following Resolution was adopted:

Resolved, That an humble Address be presented to His Excellency, praying that he will be pleased to appoint one or more competent persons to enquire and report to the Government as to any improvements that may be deemed advisable in the application of the present grants to Agricultural Societies to objects likely to produce more permanent and advantageous results to the agricultural interests of the Province.

To which, on the Address being presented, the Governor stated, that he would carry into effect the wishes of the House.

We would ask, has the above been attended to? and why, if it has not? With these queries we are forced from want of space to content ourselves at this time, but considering it as a subject of vital importance, we shall return to it again.

At a meeting held in Mr. McLaughlin's school-room on Saturday evening last, a literary society was formed, under the name of "The Woodstock Lyceum," for the purpose of mutual and general intellectual improvement. The following gentlemen were elected office-bearers, viz.:—L. P. Fisher, President; E. R. Parsons, Vice President; Samuel Watts, Secretary Treasurer.

We have much pleasure in thus recording the formation of the above society. That some such a one was needed here, few will deny. From our acquaintance with the gentlemen who compose this society, and from the spirited manner in which they have entered upon its exercises, we doubt not that it will prove a permanent institution, and we hope a permanent means of usefulness. Gentlemen wishing to join will please send their names to the Secretary.

As announced last week, Rev. Mr. Prince lectured to the Young, on Tuesday evening. The Address was conceived and delivered in that gentleman's usual happy and attractive manner. On Thursday evening next we understand Mr. Fisher lectures in Mr. McLaughlin's School House.

The *British Constitution*, the publication of which for a time was suspended, has been revived, and we have received the first number of it.—In his leader—an exceedingly energetic and well-written article—Mr. Woodrow declares himself strongly and warmly in favour of Responsible Government. He likewise promises his best support to the interests of the Orange Association in this Province.

To CORRESPONDENTS.—Letter and remittance received from A. W. Raymond, Esq. Letter from S. M. Sharkey, Johnston, Queen's. Directions in both attended to.

"X" has been received, and we shall have much pleasure in publishing his communication when he complies with our invariable rule—sends us his real name.

A friend has sent us the second No. of the "Cosmopolitan Art Journal"—a new Quarterly, published at 348 Broadway, New York, under the auspices of the "Cosmopolitan Art Association." We have had as yet but time to glance over its pages, but that is quite sufficient to convince us that it is indeed a beautiful repository of art, and well worthy the high source whence it emanates.

For three dollars a subscriber obtains a beautiful steel engraving, or any one of the three dollar magazines, together with the "Journal," and a certificate of membership in the next distribution of works of art.

We again remind all parties concerned, that the election for Councillors for Carleton Municipality takes place on the last Tuesday in this month.

The Agricultural Society's Horse "Farmer" was sold last week at auction for £57 10s.

We regret being compelled to let the *Journal's* leader stand over for a week.

THE WEATHER.—We have winter now in reality; cold but pleasant. About 10 inches of snow has fallen during the week. No crossing yet with teams on the river.

We will furnish to any of our friends who may wish, a copy of *Godey's Lady's Book* and the *Sentinel* for one year, for \$4; or *Arthur's Home Magazine* and *Sentinel* for 16s. 3d. Early application necessary.

We understand that an enthusiastic Temperance meeting was held at third tier, Jackson-town, on Tuesday evening.—Rev. Mr. Seely and Mr. Wm. Blake being the speakers.

From the following letter of John Earle, Esq., it will be seen that that gentleman is not disposed to allow the Government or its organs to use his name as they see fit; nor to let the former shirk with impunity their obligations to him, and then excuse themselves to the country by false statements.

To the Editor of the *Freeman*.—Sir,—I have just seen an article taken from the "Head Quarters" newspaper, and republished in the "Morning Freeman" of the 8th instant.

The editor of the "Head Quarters" says:—"Probably some prospect of an office was held out to Mr. Earle, but that gentleman gave the Government distinctly to understand that there were members or a member in the Council with whom he could not or would not co-operate, and therefore he could not join the Government unless it was remodelled."

I most emphatically say, the above statement, that I would not take office in the present Government unless a certain member or members would resign, or that the Government must be remodelled is utterly false and without foundation. The Government have a right to take to office whom they please, and no doubt their policy was to secure the support of such as had previously been with the opposition. All I have to ask of any editor, is, when he makes use of my name, let it be accompanied with facts. JOHN EARLE.

Want of space prevents our giving a detailed account of the Railway Celebration recently held in Montreal; which was, if we are to form an opinion upon the testimony of the press of Canada and the United States, one of the greatest events of the age. We make room, however, for two of the speeches delivered at the dinner given on that occasion, as well worthy of perusal—that of the Governor General, and of Mr. Wilson, U. S. Senator, in answer to a toast proposed by the former—"The President of the United States."

The GOVERNOR GENERAL, on rising to respond, was received with loud and prolonged cheers. He said, as nearly as could be picked up at the reporter's table, where his Excellency was somewhat imperfectly heard.—*Mr. Mayor and gentlemen*—It is with much satisfaction that I have accepted the invitation to meet, this day, the citizens of Montreal; because I regard it as a great epoch in the history of this country, the opening of the Grand Trunk Railway, through the city of Montreal, from one extremity of the province, I may say, to the other, I look on it as an epoch not to be forgotten—the memory of which will be preserved for ages to come by the future historian of Canada. (Cheers.) I think it was in the year 1839, that Lord Durham's report was printed. How is Canada described in that report? As a country which with the exception of a few favoured spots, was altogether waste and desolate! We are told there were then but 15 miles of railroad in Canada. Those 15 miles having their terminus in Canada. But how is it now? (Cheers.) Look around you! Go upon the train at St. Thomas; proceed along to Stratford, and then say whether all is waste and desolate. (Cheers.) How is it with regard to cities and towns? What was Hamilton then or London or even Toronto?—Those places have since grown four-fold; some ten fold. (Cheers.) Places which were then waste and desolate are now cultivated and raising food, not only for the people who inhabit them but stores to send to other nations. (Cheers.) All this has taken place in 15 years. Instead of 15 miles you have now 1,900 miles of Railway, opening up the whole country. You have a breadth of acres enough to produce food to sustain an immense population, and those acres are now brought together so far as convenience of traffic and travel is concerned. Nor is this all; Montreal will hereafter be renowned for the most wonderful bridge ever constructed.—Montreal promises to be more than even before, the centre of the commerce of Canada, with lines opened eastward and westward. Her commerce will go to the ocean on one side and cross to Europe, and will also go west along the great lakes to Chicago where the route will meet other lines from the farthest extremity of the United States. You have also to open up the great valley of the Ottawa, which has hitherto been unexplored and unsettled. That tract of country I know is one in which the citizens of Montreal justly take a deep interest, and what the city of Montreal wants—what Canada wants—is to have a passage opened to, and through that Valley of the Ottawa—to have its lands settled and a channel for commerce opened through it. This is what you require. (Cheers.) And it seems agreed by every intelligent man that it is in that direction we must seek our future channel to the far west. It is not for me to say what kind of communication should be opened up; that is for civil engineers to decide, and for those who are exploring it with a view of testing its capabilities as a route of transit at a future day. I said, sir, that the commerce of Montreal was to be

opened by the completion of the Grand Trunk Railway, and the construction of Victoria Bridge. They will also lead to the strengthening those friendly relations which exist between ourselves and the citizens of the neighbouring country whom we are proud to call friends. (Cheers.) Let us never call them by any other name. (Cheers.) I feel that this is an occasion peculiarly fitted for our bidding a hearty welcome to our friends from the United States, and to give them all the honour which Canada can bestow. (Cheers.) Accordingly I have obtained the permission of the Chairman, to offer you a toast before I sit down. I call upon you to drink with me the health of the chief magistrate of that great country, with whose citizens, I trust, we shall ever remain on terms of peace and harmony. "The health of the President of the United States." (Great cheering.)

Hon. Mr. Wilson, U. S. Senator from the State of Massachusetts, was called upon to respond. He said—Mr. Mayor and Gentlemen—I thank you on behalf of the citizens of the United States, who have come to join you in this great festival, for the sentiment you have just given in honour of the Chief Magistrate of the United States. I am sure that I utter the sentiment of every American here to-day, when I say, we not only thank you for proposing a toast to the Chief Magistrate of our country, but we thank His Excellency the Governor General for saying he trusted the people of the United States and the people of British America would always meet as friends. (Cheers.) Difficulties have recently arisen between Great Britain and the United States. Those difficulties between our Governments, we all trust, are in the process of settlement, so that peace—perpetual peace—shall be preserved between Great Britain and the Great American Republic. (Cheers.) But let me say here what I know every son of New England, every son of New York, in an especial manner, the sons of the mighty West, who have met here to-day, will sustain me in saying—we have the utmost satisfaction in witnessing the development and prosperity of the British Colonies in North America.—(Cheers.) We witness it, not only without jealousy, but with pride and admiration—(loud cheers.)—and we say to you, Go on as you have been doing, and develop the mighty resources of British America. (Cheers.) Your prosperity is our prosperity. We are bound together by a thousand associations of affections and kindred.—We are connected together by those mighty improvements we have met here to-day to commemorate. We are bound together by a Treaty of Reciprocity, beneficial to you and to us. We are beginning to understand each other—to value each other, and to be proud of each other's prosperity and success—(cheers)—and God grant that the sons of British America, and the sons of the North American Republic, will never meet again on the banks of the St. Lawrence—on river, lake, or land—as foes, but only as friends! (Cheers.) Believe Sir, that British America is destined to play an important part in the affairs of the North American continent, and I trust there will be no limit to the development of your resources and the extension of your power, until you reach the frozen regions of the north, till civilization is arrested by the barriers of perpetual frost. There is something deeply interesting to an American in the history of this country during the last century. Here is Quebec, the St. Lawrence, Champlain, the Niagara the Lakes; here the memory of Montcalm, here the spots where brave soldiers of France, of England, and of America have met each other in the field of bloody strife. These are great and brilliant historical recollections connected with the spot where we are now assembled, and we have come here to-day to recall our memories of the past, and above all, to clasp each other hands in friendship, and to help and encourage each other in the development of the resources of the North American continent. (Cheers.) The Governor General has alluded to Lord Durham, a statesman in whose premature grave were buried many of the high hopes of the reformers of England. Lord Durham it was who uttered a sentiment to which every statesman, whether in the Legislative Halls of England or of America should respond, that he never saw an hour pass over permitted and unreformed abuses without profound regret. Gentlemen, in closing, I give you as a sentiment, "Prosperity to the people of the Canadas and success to their government.—(Loud Cheers.)"

From the *Toronto Globe* we take the following description of the Victoria Bridge in its course of erection across the St. Lawrence near Montreal, a bridge characterised by the Governor General as the most wonderful ever constructed:—

THE VICTORIA BRIDGE.—This Bridge of which the above is a representation, and which we need hardly say, crosses the St. Lawrence a short way above Montreal, will be one of the great wonders of the world. It was commenced in July, 1854, and is under contract to be completed in 1860.—The total estimated cost was originally about \$7,000,000; but recently the plans have been amended so as to reduce it to a little over \$6,000,000.—The extreme length of the bridge, including the abutment at each side, will be 7,000 feet or rather more than a mile and a quarter. There will be 23 piers of solid masonry supporting the iron superstructures of the bridge. The centre span will be 330 feet, and the other spans each 242 feet wide. The weight of iron in the tubes will be 8,000 tons, and the contents of the masonry 30,000,000 cubic feet, when the whole structure is finished. The famous Britania Tubular Suspension Bridge, crossing the Menai Straits, and now one of the curiosities of the world, will scarcely be a circumstance to it. Including the embankments at each side, the total length of the bridge from river bank to river bank, will be 10,284 feet, or very nearly two miles.

Nine piers of the bridge are now completed, but are as yet unconnected by any road way. They