

## Correspondence.

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

To the Editor of the Carleton Sentinel:

Sir,—In lookin over the *Journal* of the 30th of las month, I see'd that the Editor of that paper is dreadfully flited with a disease callen "quisitiveness;" but it is hopen it will not be fatal. I have hearen it sed that some pussons is subject to madlady's that can only be curen by gratifyin' their zires, or complyin' with there wishes, and if the Editor should be in this perdicament, I hopes that the good people Carleton will use there best denours to levyate his infirmity. I was heern that the stemper was broughten on by takin' too tense intrust in the new lection law, ticklarly that part of it fallen to the Revisures, as he has maken five different quierrys, and a good many more, how and in what manner them are pussons preformin there duty. As the Editor and me happens to be old quantances and somethin of frens, so far as my skil an billytes gose, I will try and give him all the formation (and of course, relief,) in my poun. I will take his quirys in rattation, and dever to answer them as I go long. Quiry 1st. Asken "Were the lists properly made up from the assessment lists, and posted up as the law directs?" Anser, I sed but 1, and that was in this Parish of ourn, and I compare it with the sessment list, and foun that in spellin I man's name thar was only 1 L, while in the riginal thar was 2 els; it was pasted to a wall with 4 shingle nails, and 1 of them was only a haf, and all the names was on the outside of the payper. Quiry 2 sez: "What relation did the posted lists bear to the truth? and what proportion of really qualified persons did they contain?" Thar is 2 quierrys in this, I so I must answer in 2, and fast I cannot tell what lationship thar is tween the Lists and truth, but whatever is I have hearn it was by finity, conguinty, or sum inity, I don't no which. Seckend, I did list no a considerable sum bout porportion when I was to skoal, but that ere rool will not anser in this case, as I have heern that out of sum thin more than 3 hundred thar was 7 whoos titles was doubted sum, and they couldn't be eelen seed thraw, and if they had I was told it wood require fastions to spress it, so I jis let it be as it is.

Quiry 3 sez: "To what extent were propositions for amendment of the posted lists by adding thereto or striking therefrom, made? and what amount of amendment was allowed by the Revisors?" Anser, I dont zactly no the size of this Parish of ourn, and cant jist say how far the parpositions stended, but I shoold suppose they hadn't ott to reachen much further than the boums of the Parish; and as for the "mount of mendment" I spose it was jis as much as the Revisors thot popper.

Quiry 4 asks: "How were the Revisors Courts conducted? did they (the Revisors) seem to have a proper comprehension of the duty to be performed, and did they perform that duty honestly and well?" Anser, the Ravisors conducted thar courts in our Parish I have heern, jis the same as Revisors did in the tother Parishes where they (the Ravisors) did as ourn did, and as to "comprehension" and "honestly," sum people sez the Ravisors are equal too the Editor of the *Journal* in the fast quilty, and considerable more in the sackond, and I spose if they performed thar dooty honestly they dun it well.

Quiry 5t says: "What degree of correctness was arrived at in the revised lists? do they contain all, or if not what part of those actually qualified, and do they contain any considerable number of persons not qualified?" Anser, I don't kno how many degrees of correctness thar is, but I shoold spose, by the looks of the list that the Revisors wer in 365 degrees north wes and by south east of a slantendicular line runin strait up through correctness, in a circumronabus rection, and that the list contains all the names qualifyed or not qualifyed, and I take ticklar notice that they hadn't made 2 parts of any of the squallyfyed voters.

I have now ansered all his quierrys as well as I new how to, as far as relaits too this parish of ourn, and I goss he'll find it ticklar coveck; but as he wishen to be "indulged" from the several outside Parishes, I think the people had ott to dudge him in this modes requis, as it may be the means of a considerable more than sum litle benefit to the publick; for it seems that he has sum doubts, if not more, spectin the honestyness of the Revisors in the out parishes, bout this wisness, and if he can fine out that they have been slapy in their dootes, they will soon be wishing they war on the top of the piramid mountains in a wash tub goin over the falls of Nagary into the mouth of a volcano in the Ieland of Gibberalter 20 grees wes of the North poll in southe Americary.

I am, Sir, yourn.

A ASSESSOR.

Up River Parish, Novembar 3rd, 1856.

## The Carleton Sentinel.

WOODSTOCK, SATURDAY, NOVEMBER 8, 1856.

## ABOUT RAILWAYS.

Last week we made a passing reference to the present prospects of the St. Andrews and Quebec Railroad. Since then we learn that every necessary arrangement in connection with the transfer has been satisfactorily completed; the ratification of the Government obtained; and the new Company become a "fact," having now the entire control of the line.

We confess that we do not very readily become sanguine in our expectations of the completion of a Railroad through the Province. So much has been said; so many plans proposed and abandoned; so much money spent in surveys and demonstrations—frequent and noisy, but fruitless all; hopes have been so often disappointed just when they seemed to have reached their realization,—that it is not to be wondered at that people shake their heads, and put on a doubtful look when told, "We're going to have a railroad." Still we do think that *this time*, taking every thing into consideration; the character for enterprise and wealth which the gentleman comprising the present Company possess; the fact that some twenty-five miles of the road are finished, and 15 more graded; the encouragement that the line will pay well, which is extended on every hand,—all seem to warrant the belief that in two or three years we will hear the cheery panting of the iron horse, and by the rail be connected with Canada and the sea on either side.

We perceive that the *Head Quarters*, (and with him we should suppose all the inhabitants of the lower river Counties, who give the subject a candid thought,) is becoming justly alarmed in prospect of the immediate completion of the St. Andrews line, and the consequent diversion of trade from Fredericton and St. John, and are advocating (a scheme proposed by a correspondent in our columns a few weeks since,) a junction of the St. John and Fredericton, with the St. Andrews line, at some convenient point below Woodstock.

It is about time that the lower Counties become aware of the position in which their indulgence in local jealousies, and narrow selfishness, has placed them. Instead of a broad and generous policy which would necessarily in time include every portion of the Province in its embrace, the motto they have adopted has been—"Here or nowhere!" and no where has been the consequence, as far as they are concerned.

Shame would, we should suppose, sit upon the brow of every thinking man in St. John, on reflecting that while that city has been blessed with such natural, accidental, and acquired advantages; with her splendid harbour; her widely extended commerce, her wealth, her energy,—that still, with all these to urge to action, they have been asleep in so far as relates to the construction of public Provincial works, which, while they would advance the interests of every portion of the Province, would be streams of wealth uniting to pour their riches into the lap of their city's prosperity.

The Canadians are rapidly building up Portland, and adding not only vastly to her prosperity, but giving an impetus to the whole trade of Maine. They are not satisfied with this, they would prefer to have a road through British territory, and to find a terminus in a British port; and the route which naturally suggests itself is that which would lead directly to St. John. To her the benefits of such a road would be inestimable—but she has not responded to their wishes; they are met by indifference or over careflessness, and while she is calculating the chances and the probable profits, St. Andrews steps in, builds a road, forms a union with the Canadians, and, of course, reaps the benefits which she richly merits.

From a letter of James Tibbits, Esq., M.P.P., (published in the *Quebec Chronicle*,) whose interests are so closely and largely identified with the subject of which he treats, and whose experience and ability recommend his opinions as worthy of respect, we take the following pertinent remarks:

"Why should we, in Canada, be called on to build up Portland, when we have the magnificent harbour of St. John, in New Brunswick, at all times as accessible as Portland; and more so, because it sometimes happens that the latter harbour is obstructed by ice, whilst the former is always open, and on our own territory, and infinitely more easy of entrance at all times than Halifax, and 275 miles nearer Quebec!"

"From St. Thomas to St. Johns, the distance by rail is about 350 miles, and if this were at once undertaken, by the credit of Canada and New Brunswick jointly, it would be an immense advantage to the whole country, and give to the Grand Trunk a British terminus in winter as well as summer.

"The difference in time from St. John to Montreal, by rail, would not exceed 8 or 10 hours, and this certainly is not to be put in comparison with having a terminus in our own territory, at all times and seasons.

"Complete these lines, and the Eastern line will be as profitable as the Western, for we could supply the most of Maine, as well as New Brunswick, with provisions, and take back, in return, fish, and the produce of the great coal fields of New Brunswick. By having such an inexhaustible supply of both coal and fish, flour and pork could be sent over the road with advantage, which but for the return freight, could not be done.

"I am aware one or two of our merchants, last year, were in correspondence with the ministry of New Brunswick and Canada on this subject, but the additional argument I now advance, in making St. John our port in winter, instead of Portland, will, I trust, enlist the active co-operation of men of all classes in both Provinces.

"I am inclined to the belief that the Imperial Government might be prevailed upon to come down handsomely in aid of this line. What would they not have given last winter to have had this line between Quebec and St. John, N. B. I knew it was in contemplation to undertake the transport of munitions of war overland from St. John to Quebec. I was written to at Fredericton, to know how late it would answer to attempt the journey overland with 200 two horse teams, with gun powder, and an escort."

St. John city will not be the only looser; but the whole country bordering on the River below the point where the Railroad strikes it would suffer inconceivably.

Fredericton—whose trade, we fear, is not improving very rapidly under existing circumstances—would then rapidly decline; the up river trade which is now of considerable advantage to her, and which now all passes through her—would then, to a great extent at least, be diverted into another channel, and while, uniting with the larger stream of Canadian commerce, it would tend to build up and settle and beautify new tracts of country, it would leave its former bed dry and desolate. Will not the inhabitants of the large and influential portion of country, whose interests are in jeopardy, throw off at once their supineness and sloth, if haply they may participate with St. Andrews, and the country through which that line will pass, in the benefits of a railroad, by connecting a line with that.

Had the late government remained in power, we should now have had such a line as referred to in course of vigorous advancement, the interests of the people—or sleeping or waking—would have been cared for. But they—the lower Counties—allowed themselves to be blindly led into the ditch, from which they who placed them there cannot extricate them.

The *Freemans* and *Newbrunswickers* are quite jubilant over the progress of the railway at the Bend; according to their views, never was country blessed with such a wise, industrious, a perfect government. But, however gullible the people of New Brunswick may be, they will hardly be deceived by their loud protestations of the energy, and all that, of the present government; who, repudiating the whole railway scheme of their predecessors, are seemingly determined to prove that scheme an imprudent, a ruinous one, by concentrating the available means of the Province upon a short line from no particular place to a place equally obscure; determined to prove by an abortion that railways are not calculated for the meridian of New Brunswick. People are not, will not be deceived. What the present government are thinking of doing—are going to inquire if practicable—the old government would have done. The concoction of the scheme; the way and manner in which to carry it out; the devising ways and means whereby to raise the money,—all are due to the industry and tact and wisdom of the Fisher government.

Reverting to the hopes entertained at the beginning of this article, our own position as a County is cheering. While in Carleton and Victoria we have shewn a political consistency—have carried out to their extent liberal views—we have the satisfaction of knowing that we will be among the first to reap the benefits of inter-colonial communication by railroads; and that, being at least places of transit for the immense imports and exports of Canada, Woodstock, Tobique, and the Falls will be centres around which will gather extensive populations and vigorous trade—giving to our farmers, and mechanics, and merchants, new life and vigour.

## TOWN COUNCIL.

WOODSTOCK, November 3rd.

This evening there was but a small attendance of Councillors, and in consequence the business was light. An important Resolution, moved by Mr. Dibblee, and seconded by Mr. Baird, was passed, viz: That Water Holes be kept open in the ice during the winter, one on the main river, and four others at different places on the creek,—a man to be employed to keep them open. Committee to carry out Resolution, Messrs. Dibblee, Baird, and Smith.

Some conversation took place with reference to lighting the streets of the town, but no specific motion made. [This is an important matter, and one on which we shall say something at an early day.—Ed.]

The Mayor and Clerk were appointed a Committee to prepare a Bill to amend the Act of Incorporation, so far as relates to the preparation of electoral lists.

To J. H. Jacques and R. L. Armstrong tavern licences were granted for three months.

The following accounts were ordered to be paid: W. Melville, for feeding prisoners, 21s. 1d.

W. R. Melville, for printing, 31s. 3d.

Marshall's account in part, 31s. 6d.

J. Caldwell, for wood, 3s. 1d.

P. Gallagher, for cutting do. 2s. 6d.

Sentinel Office, for printing, 16s. 3d.

The Council adjourned to Wednesday evening, but on that evening, as there was but one Councillor, W. W. Hammond, Esq., present, no business was transacted.

Mr. W. Skillen has now open at his store in Water Street, in addition to a well selected stock of fashionable Dry and Fancy Goods, some capital cloths for Gentlemen's garments, which he sells in the piece, or made up to measure, as the purchaser may desire.

Having goods to suit the simplest as well as the most fastidious tastes; selling at small profits; and withal being accommodating and attentive to a wish,—we can readily recommend our readers to give Mr. S. a call.

Letter from our agent at Andover, containing remittance, all right. Directions attended to.

We have been requested to state that the School Warrants have arrived, and are now in the hands of the Deputy Treasurer.

On Wednesday last, seven Tow-Boats arrived here, all heavily laden.

The Boston *Portfolio* comes to us this week in a new and extremely attractive dress; and we are pleased to learn, from the editor's address to his patrons, that his efforts to please them are appreciated.

We have had considerable acquaintance with the literary papers of Boston, but there is none which we welcome as heartily, and which we read with so much pleasure as the *Portfolio*; and there is none which, in the circle at home, is so anxiously asked for.

J. S. Sleeper, 122 Washington Street, Boston, is the address; two dollars a year the terms. Send along your orders, if you wish to take a good American family paper.

With the November number, now before us, *Harper's Magazine* closes the 13th Volume. The history of this periodical is remarkable, and without precedent; and the liberality, wisdom, and talent of the publishers is most clearly sustained by the fact that in less than seven years, the Magazine has attained such an enormous circulation, and is still gaining in public favour.

Each number contains 144 octavo pages in double columns—each year comprising nearly 2,000 pages of the choicest miscellaneous literature of the day. The illustrations in each number are amply worth the year's subscription.

Who wants to join a club? call at this office.

Circumstances which we could not control have compelled us to print part of this week's issue on paper of inferior quality and smaller size than usual; our readers will, we trust, excuse it.

The week begun with heavy rains, which gave promise of a sufficient rise of water to bring the steamers; but at present, appearances are rather in favour of boating than sledding.

## BY TELEGRAPH.

[Reported for the Sentinel.]

ST. JOHN, November 7.

PRESIDENTIAL ELECTION.—Latest returns received show all New England States, New York, Ohio, Illinois, Michigan, Wisconsin, and Iowa gone for Fremont.

Maryland for Fillmore.

Texas and California not heard from.

All the rest have gone for Buchanan, who is probably elected by majority of about twenty electoral votes over the number necessary for a choice.

## ARRIVAL OF THE CANADA.

HALIFAX, 5th November.

Canada from Liverpool 8. 30. A. M. Saturday, 25th, arrived at Halifax Nov. 5th, 4.45, P. M.—Baltic arrived Wednesday 22nd. Kangaroo for Philadelphia with 200 passengers, and Canadian for Quebec, 110 passengers, sailed from Liverpool 3 P. M. Wednesday 22nd. Fulton from Havre, sailed from Cowes early on Monday 23d with 200 passengers and general cargo. Indian, morning