Correspondence.

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

To the Editor of the Carleton Sentinel:

Sir, -In the last Journal I see one of the Smashed, over the signature . Z.' has been venting his wrat'a against the Sentinel in consequence of my commanieation of the 15th inst. He says, "The Carleton Sentinel of last week selects another virtim punishable under Smasher Rule,"-that victim is "H. E. Dibblee." I tell him in return Enat he is wrong; it was not the Sentinel that sol seted Mr. D., -it was another person, whose name I will mention before I, have done with this article; but previous to dofing so, it may be ps well to take a look at some of the statements made by "Z." in the Journal. He says, "No doubt a person might be selected who would perform the duties of the office as well as "Mr. D." With this I perfectly agree, for I think many could be found who would do so. And further he says Mr. Dibblee's "has been but a bare living." If that be the case, he will have no cause to regret the loss of it, for I make no doubt he could make a plentiful living on his farm, as he did before he got his present office, and twenty years' rest would enable him to recommence with greater vig-.. our. "Z." speaks of the members of Carleton, as being "unscrupulous alike with power and money." "This comes with a bad grace from a Tory, for the Country throughout were long well-too wellacquainted with Tory power, to its loss; and for · using money, the less he says about it the better for Thimself and his party. But I have no inclination -to drag others into a controversy. Mr. Dibblee has for another year's operation. Charges for goods, it, between Woodstock and Grand Falls, can searce-Tlong held his present office, receiving a salary from the people-Liberals and Torics; and for that reason he should not have become apartisan at all neither should be have taken the side he did, if it · were only for the sake of consistency, as he had so frequently professed himself a Liberal, while his every action proved the contrary. But I have not time at present to enter into these things. I will now tell, as I have promised, the name of the person that selected Mr. Dibblee a victim to Smasher prosecute from year to year—not one in ten pay- learn, has recently, on the strength of encourage- ing, &c., will be proceeded with immediately, blee himself, and no other. This may at first appear strange, but I will tell when and where it happened.

When the "famous resolution" was brought before the Council, it will be recollected there was not a word in it relating to any particular individual, but merely to officials who used their influence against the return of Liberal candidates. The question was debated, and Mr. Dibblee spoke twice upon it; but a considerable time must have elapsed between the speeches, for several Councillors spoke during the interval, and while these speeches were being delivered, Mr. Dibblee had time to take a retrospective view of the course he had taken during election time, and it would naturally occur to him what the consequences must be; so up he gets and tells the Council " he did not doubt his name would be sent down with the rest of the officials for change." Here we see Mr. Dibblee sat as judge, and passed sentence upon himself. Why then, should "Z.," or any other of the Smashed Tories. say the Sentinel selected him as a victim when it was himself who did it?

I remain, yours, &c., in haste,

Street, Aug. 24th, 1857.

For the Carleton Sentinel.

subjects of paramount importance, which should too late to apply the remedy. Were the people of have engaged more particularly the attention of the St. John and Fredericton to form a junction with Government in this Province, viz. : Encouragement | the St. Andrews road, they would secure a portion for Emigration from the Mother Country; impro- of the up river trade; if they do not they may ved Navigation of the St. John; and Railways.

To the first of these, I am since pleased to see the For freight, per barrel, will be brought even from attention of the Governor and Council directed by an abler pen; and in my view of the matter, the second will be of little importance in the event of cost, 3s. 9d. to 5s. Thus the carrying trade above Railways from St. John and St. Andrews being Fredericton will be lost, and mightily lessened beopened to this place, or to the Canada line, where low. In summing up, a stranger might ask, why the Canadians are ready to meet us. Confining are interests so important to the welfare of the inyself, therefore, to the latter, I will, for conveni- Province overlooked? I would answer : political, ence, adopt the maxim that all argument is foundel on comparison; and contrast the advantages derivable to this place-Woodstock-from the opening of the St. Andrews road, over those it now possesses from River navigation-and its effect on the St. John trade, in supplying the up-river Counties. The River St. John being the only mode of conveyance for lumber, and other produce of the river; and St. John the market where all must be sold,power wisely, or in such manner as to retain the trade, should another avenue present itself. Se-

on River conveyar ce, in the hands of persons no way accountable for its safe-keeping and delivery; as un-come-p.t-able for redress as an ancient Government official, enjoying all the privileges pertaining to an overgrown Government monoply. Againthe charge! would astonish a New York tooth docfor, and, like him, would, in many cases, refuse to take the article carried for the carriage.

The heaviest transit of goods is in the fall of the year-by steamers to Fredericton, and to the upper St. John by tow-boats drawn by horses. The rates nominally paid per barrel, or 200 lbs., are: From St. John to Fredericton, 6d.; Fredericton to Woodstock, 2s. 6d.; Fredericton to Grand Falls, 7s. 6d.; -- but in the season referred to, when most freights are carried, the freights are doubled, and often quadrupled. The effort to protect freight from damage, when thrown upon the wharves at Fredericton, is only sufficient to deceive the owners, who frequently sustain large losses; and the insufficiency of tow-boats carry it on, causes great and inconvenient delay-often resulting in its detention till brought forward on sleds. To this state of things may be attributed many of the disastrous results which accompany the operations of our merchants and lumbermen, and attaches greater importance to the opening of the St. Andrews Railway.

For the information of those unacquainted with the difficulties here alluded, to it will be necessary to particularize: Because floated, the great bulk of our lumber is sent to St. John in an unmanufacare then increased in proportion to the demand .-Parties are compelled to purchase an eight months' stock, paying interest after three months. Bro-Pork-will be purchased at St. Andrews or shipwhich first built up St. Andrews, will be resumed; and English goods of every description can be landed and sold at prices which the St. John merchant cannot compete with, because 60 miles of a dangerous

The lumber, which, at this moment, lies in the bays near St. John, biding its time, will then have been manufactured and sold-because costing less -at prices which would now be ruinous to owners-The opposition of the people of St. John to the building of the St. Andrews road, is sufficient evidence of their knowing it would injuge their trade; and keeping this in view it is passing strange that strenous efforts were not made to reach Woodstock first by rail. The artery of the St. John dried up, and trade having taken a new direction may cause some political Rip Van Winkle and associates, to MR. EDITOR: In my last letter, I named three see at last the result of their "management," when

"Hang up the fiddle and the bow,"

St. John, via St. Andrews, in 12 hours to Woodstock, cost 2s. 6d.; via Fredericton, 2 to 4 days, of the interior of New Brunswick.

A. D.

med the command of the 76th Regt., vice Lieut. Col. Clarke who retires on half pay, with the expectation of being shortly promoted to the rank of Major General. Colonel Gardiner takes the comof promotion, which we are sure will be highly pleasing to all who have the pleasure of his acquaintance. It is also pleasing to learn, that Lieut. Col. been com-elled to trust a large amount of property | in Fredericton .- Reporter.

SPECIAL NOTICE.

CLUBS!

To our Friends everywhere!

To any Lady or gentlemen getting up a Club for the Sentinel, commencing 1st September next, we offer the following inducements:

Six copies, (one of them being for the getter up of the

And further, to promote competition, we will present to the person who sends us the largest amount, their CHOICE OF THE LEADING AMERICAN PERIODICALS OF THE DAY.

The Carleton Sentinel.

WOODSTOCK, SATURDAY, AUGUST 29, 1857.

There are three points on the River St. John at bique and Woodstock. At the former and the latpass without the completion of such desirable works; will not be long behind the others.

arguments to prove the desirableness of bridges, because every one must admit it at first thought.

We want to encourage the settlement of our wild lands. The two strongest inducements which can until late in the season, when owners are often town. The good land may be found in plenty on compelled to sell at a low figure, to obtain supplies | the eastern side of the river-we suppose some of ploy them. With the opening of the St. Andrews at the Falls for a bridge; upon that survey we menced before the winter sets in. The prospect, happy results. A trade of an entirely different char- by T. T. V. Smith, Esq., for a bridge at this place. our Government the company are induced to brigg acter will be opened. The water of every stream Mr. S. proposes an iron radiating tension Bridge. it out to the river at a lower point. Whatefer will put in motion machinery to manufacture The length necessary, at the place selected, as best action is taken, however, it seems to us should be our lumber; and much now burned in the fallows adapted, near the Rev. Mr. Todd's residence, at once, as any expense the New Brunswick and will find a ready market in other countries. The is 1,180 feet. This, it is estimated, will cost to Canada Railway and Land Company incur reheaviest articles needed for consumption,-Flour & completion £13,570; truly a paltry sum, compared paring or beginning to run the line in anothe diwith the vast benefits which must result from the ex- rection, will increase just so much the difficult of ped direct from Boston. The old West India trade penditure. From Mr. Smith's estimate we take an arrangement being made. the following:

> "The piers are intended to be faced with granite to the regular freshet height, with granite cutwaters; the whole of the piers and superstructure being iron and stone. The principle of the bridge is the radiating tension bar, and the bearing weight, over and above its own weight, is equal to 15 cwt. per running foot, or 885 tons on the Bridge, at one time; this is one third its ultimate or breaking weight. The height is sufficient for any steamer at present navigating the Upper St. John to pass under at high water, and the piers and abutments are sufficiently strong to bear the addition of a Railway bridge, should the same ever be desirable,—the necessary alterations being entirely confined to the

> As to how it is to be paid for, we certainly, in view of the large sums of money already expended in various sections of the Province in building bridges, have a claim upon the Provincial Revenue for this amount, -an amount, too, which will very soon be amply repaid by the opening up and sale of lands now lying locked up, as well as by the increased trade which will follow as a consequence. We contribute as largely to the revenue of the country as any County, so far as our staple trade is concerned; and we are prepared to ask for a loan to build a bridge.

by the Executive at their recent Session. Some ravaged to some extent, but not generally, or at all changes-despite the valiant daring of the great extensively. Smashed-it will be seen have been made. Most of the appointments have been local, and it remains sectional differences, and an ignorance of the value for the local press and people to say whether they rangement, the Rev. Thomas Hartin, and the Rev. have been wise or not.

The only appointment made in this County gives, MILITARY ON DITS .- Lieut. Col. Loyd has assu- is a practical man, who understands the "towpath," if any one does.

The gentlemen appointed to fill the Railway Commissionership, are, we believe, in point of abilmand of the provincial forces in St. John, with an ity, unexceptionable. To those who wonder and the merchants of that City have not used this advance of pay, and we believe, a speedy promise ask why all three were chosen from localities immediately interested in the Railway being constructed, we answer, that we suppose the Government condly, the little security felt by persons who have Clarke's present arrangements lead him to remain knew the Commissioners to be men of such integrity and unselfish patriotism that there was no danger river, are respectfully invited to attend.

of their acting in such a way as to do injustice to any portion of the Province while advancing the interests of that in which their personal interests o.a most closely at stake.

Granted that, as the Journal says :

"The benefits which would be derived from a regular communication with Fredericton by steam. boat throughout the summer, would justify a much greater annual outlay for a term of years than has yet been made."

Still, it is wise to reflect upon the probabilities of such being possible. That communication we have already stated, might have been continued all this summer but for some obstructions in the falls; but we likewise stated, what was equally true, that for some seasons past the water has not been low enough to effect the removal of these obstructions. Mean time the action of the ice has, in some cases, obviated the good for a time effected, and injued the works already completed; therefore a very litwhich it should be bridged, viz., Grand Falls, To- tle of the organ of caution might indictate that it were better to wait and ascertain if a permanent ter places we feel confident that but a few years will improvement could be made in the most dangerous places, before any more money was spent in throwand judging from the spirit of the age, Tobique ing up or removing bars, and keeping the work already performed in repair; this, too, admitting It were unnecessary to take up space in adducing that steamers can now run for a week longer than they could formerly. As to the opinions of our members on this subject, they have long been bofore the country, and their friends, the Indepentured state, arriving usually in the months of July be presented to intelligent settlers are good land, of canvass against them at the late election. They, and August. Sales, however, are seldom effected, and facilities for reaching the market or shipping the representatives, are in the hands of their constituents, we are neither their apologist nor judge.

We were favoured with a visit from three genly be surpassed in the Province; then all we want tlemen connected with the St. Andrews railway are roads and bridges. If we have the latter, the operations on Thursday last; and spent a very former will follow as a consequence ; - and in a few agreable hour conversing with reference to that kers or pseudo directors of Banks, will sometimes years after the completion of bridges at the places important and interesting undertaking. The genadvance the money required, good security being named, the wilderness from the St. John to the tlemen alluded to were Messrs. Buck, Chief Engigiven at 12 per cent.; and operations again com- Gulf will become thickly studded with thriving set- neer, Marsh, principal Contractor; and Fennessy, mece and end as many know too well. Business, tlements; and Woodstock, Tobique, and the Falls, C. E., -who have visited this part of the cour. then, conducted in this manner, our people, or receive an impetus to their trade of a most satisfac- try preparatory to operations being commenced at those who are compelled to remain in the country, tory character. Mr. Tomlinson, we are glad to this end of the line. The survey, clearing, grading their bills -because there is none other to em- ment held out by the Government, made a survey and with all despatch; cutting will be com-Railways, we conceive the beginning of a new era hope co see immediate action taken. We, two at present, seems to be that the road will come out -an event, which must be attended with the most weeks since, referred to a plan and estimate made about Richmond Corner; unless by some action of

Meanwhile, the Company are meeting with eery success. Next month some 40 miles of the pad will be formally opened; and, as soon as opered, will, we trust, begin to pay, passing as the line does, through lands finely wooded-the company now have some 12,000 cords of fire wood cut, and ready for exportation on that part of the line already laid; beside some 76,000 railway sleepers.

We hope nothing will occur to injure the present gratifying prospects; and we particularly hope that in whatever direction the railroad comes to us the people of this county will render it their assistance-not being niggard or backward in the giving of their lands where such is necessary.

WEATHER AND CROPS .- The weather, during the week has been extremely propitious for harvesting, which has been proceeded with, in every direction, with due energy. The reports of the character of the crops continue very favourable; although weevil has destroyed the wheat pretty extensively. Still a large crop will be secured,-this, added to the unusual amount of excellent rye, barley, oats, buckwheat, and corn, which is being harvested, will afford the County a large surplus of breadstuff. Of potatoes, the reports continue gratifying; at We last week published the appointments made places few and far between the potatoe disease has

EEL RIVER AND NORTHAMPTON .- By mutual ar-David Stott, of the Episcopalian and Presbyterian Churches respectively, will preach in future at the we believe, very general satisfaction. Mr. Miller following fixed times: Rev. Thos. Hartin, at Eel River, on first Sunday of each Month; Rev. David Stott, at Mr. Phillips' house, opposite Eel River. adjacent to Northampton and Southampton, on the second Sunday of each Month-4, P.M.

The school house at Southampton being inconvenient, Mr. Phillips has, pro tempore, kindly granted the use of his house for Divine Worship on that day.

All persons in the vicinity, on both sides of the

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