

Special Agencies for the Sentinel.  
 Mr. JOHN INGRAM, St. Andrews.  
 Mr. JAMES A. GRANT, St. Stephen.  
 Messrs. DEMING & SONS, Calais.

## The Carleton Sentinel.

SATURDAY, JUNE 4, 1859.

ST. ANDREWS AND QUEBEC RAILROAD.—As is well known, the Manager of the above road has returned from England, and the present intentions are, so we learn, to push on the works with vigor. The route of the Railroad to the Woodstock and Houlton road is, we learn, fixed: it is to strike about a mile west of Richmond Corner, or three miles from the Boundary line. To us personally it is of but little moment where the road goes, so that it penetrates this County. And while we have said, and still believe, that the present decision of the Company is not wise or politic, while we believe that following the route determined upon is not going to benefit either the Company or the County to that extent it would, had a different route been followed,—still we leave the proof to time, meanwhile hoping that our ideas may be incorrect, and that the Company are following out a line of policy safest and surest for their own interest. Our traders and farmers who have been looking forward so long for the accomplishment of their desires—a speedy and convenient mode of access to the seaboard—will suffer disappointment, but be no worse off than before, still having the river by which to carry on their business. Woodstock must still remain for many years the shipping depot of all the manufactures and produce of Carleton above Woodstock, Victoria, and the most of the Arctostock region, while new facilities will be afforded to the traders and farmers of Richmond, and of the town of Houlton.

H. M. G. GARDEN, Esq.—A correspondent intimates that the press, if not the people of Carleton, have been remiss in allowing the gentleman whose name heads this to leave without some testimonial befitting the regard in which he is held here. We can only say that we believe, during the many years in which Mr. Garden filled the office of Deputy Crown Land Surveyor in this County, he sought by an honest and impartial discharge of his duty, to give satisfaction; and we have no doubt he succeeded, as we have heard very many persons speak on the matter quite feelingly, and speak of him as a gentleman who had earned a popularity with the inhabitants of the County, and a hold in their esteem, flattering to himself, and which must recommend him to those with whom in the future he may be thrown in contact.

Mr. Garden is now prosecuting his profession in Charlotte County, and we trust he will find the field in every respect what he anticipates and desires.

PERSONAL.—REV. JOHN PRINCE.—The Quarterly Meeting in connection with the Methodist Church in this County, held recently, passed a resolution addressed to the General Provincial Conference, expressing the high esteem in which the Rev. Mr. Prince is held in this County. The resolution refers to the success which has attended the zealous "labor of love" of the rev. gentleman during the three years of his mission on this circuit, as evinced by the increase in number of the members of his society, and likewise in the erection of new chapels in various sections of the County, and then proceeds to ask the Conference, if it can consistently, to return Mr. Prince for the next year, in order that he may carry on to completion the works originated and commenced by him. We are sure the Conference will, should they grant the prayer of the resolution referred to, greatly satisfy not only a large majority of those who worship in connection with the Methodist Church, but likewise the community generally, by whom Mr. Prince is very much respected and esteemed. We may take the liberty of adding, in this connection, that Mr. Prince has received a very gratifying requisition from the Methodists of St. Stephen, to assume the pastorate of the church there.

WE would like to give the following. We would like to know what being "well kissed" means? If a certain number of swallows make a summer, how many ardent smacks of a Calais girl amount to being well kissed, and constitute an excuse for a "fare up"? We have no doubt friend Hay is posted, and can answer.

KISSING.—When a young man steals a kiss from a Lovell girl, she blushes like a "new-blown rose," and says smartly, "You darren't do that twice more." The Calais girls hold still until they are well kissed, when they flare up all at once, and say, "I think you would be ashamed."

WE saw a spear of wheat in Houlton, on Tuesday last, about 14 inches high, and understood it was taken promiscuously from a field of grain of equally advanced state.

The Pioneer says that J. T. Goss, of Presque Isle, had corn 3 inches high on the 25th May. It was sown on the 18th.

WE believe that Mr. Jardine has actually resigned his office as Chief of the Railway Commissioners; and in this instance we have a gentleman well qualified for the situation, and whose place cannot well be supplied, driven from the office by the misrepresentations and vile obloquy of an unprincipled opposition press, in whose estimation private character or worth is as nothing, compared to the desire of venting its spleen and envy and malice.

SALMON and lobsters have been quite abundant here during the week; the former, taken from the river in this vicinity, have been of a fine quality, and have readily sold for 20 to 25 cts. per lb. The lobsters, likewise very fine, came up from the city about St. Andrews. Spaulding, of the "City Market," has been dispensing the above, with all the other delicacies and solidities of the season.

A melancholy accident occurred in Brighton on Tuesday evening, the 17th ult. James F. eldest son of Mr. Charles Day, went to water a cat from a pond near the river, as he was in the habit of doing, his father bridling the cat and putting him on his back; and as he did not return as soon as was expected, his father, getting uneasy, went to look for him, and found the cat standing at the edge of the water in the river. It was ascertained, by tracking the cat, that he went to the pond and watered him, and, on returning, rode near the bank of the river; and as there was a large pecked log lying near it, it is supposed the cat took fright and jumped over the bank, and precipitated him into the river, and he was drowned. The deceased was a promising lad, in his twelfth year, and was a bright, intelligent youth; and no doubt his parents often anticipated the comfort and satisfaction they would take in him when he came to the age of manhood. But, alas! all their hopes are blasted. How true it is, as the Psalmist says, "In the midst of life we are in death." And as the afflicted parents buried a little daughter four years old the Sunday preceding, the circumstance was afflicting in the extreme; and it strikes a gloom over the neighborhood, and they truly have the sympathy of the whole community.—Comm.

Modern Science in the War.  
 The war must necessarily—compared to the length of time occupied in former great wars—be short, on account of the murderous facilities which nations now possess of summarily destroying each other, upon the battle field. The following is a graphic comparison of the *modus operandi*, and instruments employed in former and in present times. The New York Evening Post says:

"We are apparently on the eve of the most tremendous armed conflict which the world has seen since the downfall of Napoleon the Great. The wars of Imperial France were bloody wars, as all the world knows. No slaughtered hordes were ever piled so high as the great Emperor piled them. The dead never lay so thickly on any battle field, of which history makes any mention, as they lay on Eylau, Borodino and Waterloo. What amount of destruction and misery science, in the hands of genius, could in a given time deal out on a given number of men, was there amply demonstrated. But it is not saying too much to say that the European powers let their armed hordes loose upon one another this summer, ruthless destroyers as Napoleon was, he will be shown before three years are over to have been a mere tyro in the art of destruction. Since his day no art has advanced with more rapid strides than this one. The weapons with which his soldiers were armed, with which the bridge of Lodi was carried, and Austerlitz and Marengo were won, bear much the same relation to the rifle of the present day as the matchlock bore to the firelock. Death did not in his time flash from the solid ranks until the foremost stood 200 or 300 yards apart. He now flies in the air nearly as quarters of a mile, as far as the sharpest eye can mark a human figure. His siege artillery would be to day by no means heavy field pieces.—Wellington's heaviest breaching guns at Badajos and Salamanca were 24 pounders. The Russians at Inkermann, and the British at the Tchernaya, brought 32 pounders into the field with almost no effect. But the advantage which heavy guns have always had over light ones, hitherto, for the ordinary purpose of field artillery, has been rather in the length of the range than in the size of the ball. A 12 pounder rushing through a column of infantry is full as destructive and almost as demoralizing as one treble the weight; but formerly it could not be projected nearly so far. Science has, in our day, destroyed the difference between them. Recent inventions, some of them those of our own countrymen, some Englishmen, and some of the ancient Emperor of France, have furnished light field pieces, which 4 horses can whirl at the wildest gallop from point to point, with more than the deadly power, which 40 years ago belonged only to weapons which 16 horses could move with difficulty, and which were always *pieces de position*. Moreover, facilities have been created since Waterloo was fought, for bringing together masses of men thus armed, and dashing them against one another, such as the great Napoleon in his dreams never dreamt of. We all know how the rapidity of his movements dazzled and astounded our fathers. We know how he strode over Europe like a magnetic telegraph, as it were, as it seemed in those days, in the hollow of his hand, and flinging them in the twinkling of an eye on every point where his giant plans needed them. We know how distance seemed to shrivel up at the blast of his trumpet. We know how the pupils of Turenne and Montecuccoli recoiled in dismay before his genius, which struck like a thunderbolt after having advanced like a wind. But great as was the perfection to which he carried the art of theriopic concentration, it becomes the crawling of a turtle when compared with the power with which railways have armed the generals of our day. When Napoleon started on his expeditions, armies were of necessity divided into columns, which in order to secure the bare means of subsistence and of transport were compelled either to follow each other at tolerably long intervals, or else march on the same point by different circuitous routes. And they marched—literally marched, trudged every inch of the way on foot, and the eagle flapped his wings over them in approbation if they achieved 50 miles in the 24 hours. The maddest impatience of the maddest conqueror had in those times to adapt itself to the capabilities of human legs and human stomachs."

"It took, even in the hands of Napoleon, a long while to concentrate 200,000 men at a point three hundred miles distant; and when they were there it required stupendous energy and stupendous resources to feed them. All the grand old heroes had to take pork and flour into their great cauldrons; and pork and flour, again, have to be carried about to be of any use. The other day, we were told in contrast with this, that the present Emperor was able to send 25,000 men in a day from Paris to Lyons—a distance of about 300 miles. It would have taken his grand old heroes of forced marches to accomplish the same object. Austria is sending troops into Italy at the same rate. Moreover, the same power which secures the rapid concentration of troops, renders their subsistence, while concentrated, just as easy. The railroad dumps the soldiers now a-days down on the battle-field, and there they stay down for a month's provisions in their rear. The telegraph, we need hardly say, plays as wonderful a part in this change as the railroad. One of Napoleon's generals would have required four or five days to ask for a reinforcement, which he now asks for in a few minutes. It reaches him in as many hours as it would then take to take days. The destructiveness of the changes, which these new instruments are likely to introduce into warfare, has not so far attracted as much attention as it ought, because within the last 30 years we have had no wars in the parts of the world in which science could enter in that interval to make war more sanguinary, will only appear when the sword is drawn in countries like Italy and Germany, which are blessed, or cursed, with all the 'modern improvements.' Having armed the combatant with the means of destroying life all round him at a distance of 1,000 yards, it leaves him against his foe at the rate of 30 miles an hour. There is an abyss of human misery revealed by even ten minutes' reflection on such a theme as this, which no one who has ever seen war, even in the most harmless aspect, can contemplate without a shudder."

ALEXANDRIA.—This place, the name of which is of frequent occurrence in our war news, is a frontier citadel of Sardinia; and is the place where the cannon presented by different countries, as testimonials in favor of constitutional liberty, are mounted. Among them is one sent from Boston a few years ago.

FLORENCEVILLE, May 28, 1859.  
 Sir: What an ill-natured man the Editor of the Woodstock Journal must be, when he so wantonly holds up to ridicule and contempt so many of the peaceful inhabitants of Carleton and Victoria, simply because they have named their different localities to suit their own tastes and convenience!

He would tell us that, if our place has had a name,—no matter how inappropriate and absurd it has become by a change of circumstances,—we must by no means change it, or he will call us "vain, proud, poor creatures," with a long string of slang not fit to appear in your paper. How sadly he must have felt the want of a subject to vent his spleen upon, when he let off such a piece of glaring foolery! But I view him rather as an object of pity than of hatred; for, possessing such a spirit, he must be most unhappy.

"Florenceville!"—A few years ago, nothing marked this place but a little creek called "Buttermilk Creek"; now it has become a rapidly rising village, numbering more than fifty respectable buildings, including two meeting-houses, a school-house, grist-mill, seven stores, seven machine-shops, and about fifteen buildings giving up this season. Our exports in one branch amounts this spring to 10,000,000 shingles. Now I am sure all will say this is not a creek, but a village; and the people have named it Florenceville, in honor of that illustrious philanthropist, FLORENCE NIGHTINGALE.

C. S. APPELEY.

BYE-ROAD COMMISSIONERS.  
 The following persons to be Commissioners to expend the undermentioned sums of money, being the appropriations of 1859:

County of Carleton.  
 THE MUNICIPALITY OF CARLETON.  
 For the improvement of the several bye-roads in that County. £490 0 0

Special Grants.  
 ALEXANDER LINDSAY.  
 Towards erecting bridge at or near Elijah Briggs'. 20 11 0

JOHN M-BRIDE.  
 For balance due on contract at M-Bride's Mill. 12 18 0

EZEKIEL SIPPRELL.  
 For balance for erecting bridge at Gardner's Creek. 9 6 0

ROBERT HEMPHILL.  
 To enable him to pay James Gray balance due on bridge. 11 1 6

WM. WILSON.  
 Towards erecting bridge on road past Grand passing Prosper's. 16 14 5

CALVIN CHURCHILL.  
 To pay contract on road leading from Good's, Bloomfield. 10 0 0

THOMAS FLEMING.  
 Balance due on contract for erecting bridge on O'Donnell Road. 5 15 0

JOHN BURT.  
 To enable him to pay Charles Farmer in full for erecting bridge at Simonson's. 16 0 0

GEORGE DICKINSON.  
 Balance on bridge north side of Beaguis. 5 0 0

JOSEPH BURPEE.  
 In full for erecting bridge over Presque Isle. 9 0 0

ALEXANDER GIBSON.  
 Towards completing the bridge over the Maduxnakik. 20 0 0

JOHN KEYS.  
 Towards improving the road from Malory's, passing Edgar's. 5 0 0

JOSEPH NICHOLLS.  
 Towards improving the road from Long Settlement to Nicholson's. 5 0 0

BENJAMIN F. EVERITT.  
 Towards improving road leading from Long Settlement, passing Everitt's and Brown's. 5 0 0

JAMES CRANDLEMEIRE.  
 Towards improving the road from Crandlemere Settlement. 5 0 0

W. L. DRIER.  
 Towards improving the road from main river, passing Prosper's. 10 0 0

WM. HANEY.  
 Towards erecting a bridge over Little Presque Isle. 15 0 0

THOMAS M-BRIDE.  
 Towards erecting a bridge near Jackson's. 5 0 0

ANDREW STEPHENSON.  
 To improve the road passing E. Cunliffe's and Stephenson's. 7 0 0

ANDREW STEPHENSON.  
 To improve the road passing C. Torney's and Stephenson's. 7 10 0

CHARLES SHEA.  
 To improve the lower South Newburgh Road. 25 0 0

SILAS LYBURNBY.  
 To improve the road passing Dickson's, £5; to improve the road from Appleby's and Knowlton's Mills to the Blowdown, £5; 10 0 0

JOHN M'CAFFERTY.  
 To improve the road from Churchill's Mill to main river. 10 0 0

ADYARD YORKE.  
 To improve the road from Bubar Settlement to Cronk Settlement, £10; to improve the road passing York's and Jones', £18; 28 0 0

ISAAC WORTMAN.  
 To open a road from Wortman's, at River de Chute, towards Boundary Line. 10 0 0

HUGH HARRISON.  
 Towards improving the road and hill passing Marven's Mill. 20 0 0

JOHN BUBAR.  
 Towards improving the road passing Acker's, £3; towards improving the road on the bank of the River Saint John, east side, and balance of over-expenditure to be paid, £54 4s. 1d.; 57 4 1

THOMAS LINDSAY.  
 From Elijah Briggs' to Maduxnakik. 8 0 0

County of Victoria.  
 ANDOVER.

BENJ. SLOOT & LEWIS PICKETT.  
 For Ferry Landing at or near John Hendon's. £7 10 0

To improve the road leading through the Wright Settlement. 10 0 0

To improve the road from Henry Baird's to the River. 10 0 0

To improve the road leading from Reservoir, Road past Tapley's, through Tomlinson's, Killam, Wade, Robinson, Shaw, Tobin, Tupper, Martel, Caldwell, Smyth, Henry, McKinnon. 16 0 0

To open and improve the road from Twaddle's to Fitzhugh's. 10 0 0

To improve the road leading from Lewis P. Mills' to and through the Tomlinson Settlement. 10 0 0

To improve the road leading from Restock Bridge past the Falls. 20 0 0

PERTH.

DANIEL CRAIG.  
 To improve the road leading from the County line to Tobique; out of which the sum of £15 10s. to be paid Jas. Coughlin, balance due him for building bridge over Nugent's Creek. 25 0 0

GRAND FALLS.

WM. HART & WM. M'CLUSKEY.  
 To improve the road leading from Henry Merritt's to Pickett's Mill. £10 0 0

To improve the road from Merritt's to Great Road. 5 0 0

To improve the road from Pickett's Mill to Great Road. 5 0 0

To improve the road leading from Grand Falls Bridge to Salmon River, on the front. 10 0 0

To improve the road to and through Colebrook Settlement. 20 0 0

To improve the road leading from Grand Falls Bridge to and through Fall's Brook Settlement. 22 10 0

SAINT LEONARD.  
 LEONARD R. COOMBES.  
 To improve and open road leading from Great Road to Disgrace Settlement. £15 0 0

To improve the road from Mischeau's to Little River Settlement. 15 0 0

To open and improve the road leading from Akerley's to Byram Settlement; the money to be expended between Riddell's lower line and P. O. Byram's. 30 0 0

SAINT BASIL.  
 BAPTISTE MARTIN.  
 To open and improve the road from Toim Bridge to Barnaby Settlement. £10 0 0

To improve the road from Upper Green River Bridge, west side. 10 0 0

To improve the road from Upper Green River Bridge, through Barnaby Settlement, east side. 10 0 0

To improve the road from Former's to Albert Settlement, and through the same. 25 0 0

MAGLOIRE ALBERT.  
 To reimburse him for work done on Curvo Brook last year. 25 0 0

JOHN BAKER, Jr.  
 To reimburse him for work done on road leading from Great Road to back settlement above Baker's, last year. 30 0 0

SAINT FRANCIS.  
 MICHAEL BOLVEN, AGUSTINE DABILE, JOHN JONES.  
 To improve the road leading from Great Road to and through Little River Settlement, west side. 25 0 0

MADAWASKA.  
 FRANCIS PICARD, RABAH ALBERT, NAZARRE MERCURE.  
 To improve the road leading to and through the St. Francis Settlement, opposite Trout River. £20 0 0

To re-appropriate £10 granted last year for ferry landing at Daigle's gulley, same to be expended toward opening and improving road to and through the Ouilet Settlement. 10 0 0

Special Grants.  
 H. DIONNE.  
 For Ferry Landing and road at Chapel, Saint Francis. £7 10 0

JEAN SERGERIE.  
 For Ferry Landing and road at Chapel, Madawaska. 7 10 0

F. TIBBITS.  
 To open and improve the road leading up Tobique. 75 0 0

WALTER BRITT.  
 To improve and open road from Restock Bridge to Merritt's, on the front. 30 0 0

W. O. KEARNEY.  
 To open and improve the Dupier's Road, so-called. 20 0 0

BELONI THERIAULT.  
 To improve the road leading to Beloni Theriault's Mill. 7 10 0

JOHN HARTT.  
 To improve the road leading up Madawaska, east side. 20 0 0

JOSEPH HEBERT.  
 To re-appropriate the sum of £15 granted in 1853, for Ferry Landing and road opposite Fish River; the same to be expended on Jos. Hebert's upper line to and through the Theriault Settlement. 15 0 0

GEORGE W. CURRY.  
 To improve the road, Mouth Restock, to the bridge on upper line. 5 0 0

WM. KILBURN.  
 Towards balance due him on Mainie Bridge. 20 0 0

PIERSON CYR.  
 To reimburse him for balance due on Floating Bridge, mouth Little River, St. Francis. 9 5 0

THOMAS M-KOWN.  
 To improve road leading from mouth of St. Francis to Thomas M-Kown's. 5 0 0

WILLIAM HAMILTON.  
 For the road leading from Great Road to Hamilton's Mill. 7 5 0

ISAAC WORTMAN.  
 To open and improve the road from mouth of River de Chute to Wortman's in the back settlement. 5 0 0

REGENT THERIAULT.  
 For Ferry Landing and road, upper side Church, St. Basil. 7 10 0

JAMES SMITH.  
 To improve road leading from Smith's to Green River. 7 10 0

THE ELECTIONS IN NOVA SCOTIA.—Now that the excitement and violence of party feeling, consequent upon the great political contest through which the country has so lately passed, has somewhat subsided, it may not be amiss briefly to review the whole case, and note the leading features of the strife and the result.

When the Government of Nova Scotia changed hands in 1857, in consequence of the conduct of the Roman Catholic members of the last House, and those representing Catholic constituencies having apostatized, there were but twenty-three members left in Opposition, out of a House of fifty-three.

Of these twenty-three, four—Parker, Rhinard, Geldert, and Davidson—voluntarily retired from public life. The other nineteen came forward as candidates at the recent election, and with the exception of Bennett Smith, Esq., have been every one returned—electors most, if not all, taking the circumstance of the new division of counties into consideration, with largely increased majorities.

Of the thirty Government supporters, eight declined the contest, viz.: Bourneuf, Bill, White, Bent, Ruggles, McLean, McKenney, and Hyde. Four of these eight seats have been filled by Opposition candidates—those of Bill, White, Bent, and Hyde—while not one of those occupied by the Opposition have been seized by the Government, unless B. Smith's shall be lost. Of the remaining twenty-two Government candidates eight have been defeated at the hustings, viz.: McFarlane, Marshall, Fuller, C. Campbell, Ryder, Brown, Wilkie, Moses; and of these eight seats, seven have been carried off by Opposition candidates; but of the whole thirty who crossed the floor of the House and condemned the late Government, but twelve have certainly been able to find their way back to the House, and most of them after hard contests, with greatly reduced majorities: the names are: J. Campbell, Killam, Wade, Robinson, Shaw, Tobin, Tupper, Martel, Caldwell, Smyth, Henry, McKinnon.

Churchill and B. Smith are contesting the seat for North Hants before the Sheriff of that County, with doubtful results; we therefore omit to enumerate that as exactly lost or won.

We put it to the country—to intelligent men of all classes—was there ever such a complete Parliamentary rout of "horse, foot, and artillery" as this? Tupper struck off sixty freeholders—voters—in Cumberland, by his celebrated bill of 1858. By the new Boundary Line Mr. McFarlane, as one of the Commissioners, threw away ninety votes, with a great many acres of arable land—a large territory—and the one is returned third upon the poll, and the other is defeated.

The Attorney General himself, who lately counted his majority by hundreds, almost by thousands, comes back like Napoleon from Moscow, with his majority shattered, his reputation lost, his prestige and nine votes, and only, chance of side would have closed his political career forever. His majority is but seventeen.

Marshall, Chancellor of the Exchequer, Master of the Budget, with his three pound four and ninepenny balance sheet, has ended his career with a laurel to deck his brow, and with the sad and bitter reflection that his last abject, pitiable appeals to the Roman Catholic Bishops and Priests, with all the exertions to aid him, proved ineffectual.

By this decision the country has reversed the whole policy of the existing Government. Their management of our public works is most signally condemned. Their dismissal of Forman, that cruel, heartless, unprincipled act, is now signally revenged by their own dismissal, which must soon ensue.

Cumberland has passed upon the issue raised about McFarlane, pronounced him to be a liar, a fraud, and a forger. The "fraud and forgery" cry of the Provincial Secretary is now dissipated forever, and the man that raised it has been sent back, as perhaps he ought to be, he and his leader, to hear the judgment pronounced, which will be done in good time. Surely it is a victory of which those who have contributed to accomplish it may well afford to be proud.—Halifax Chronicle.

Several articles, editorial and communicated, have been left out this week in order to make room for the Victoria and Carleton bye-road lists, &c.

The Railroad from St. John to Hampton is to be formally opened on the 8th inst.

The Colonial Times, Chatham, Miramichi, has been resuscitated. We acknowledge the receipt of the first No.

From Mr. O. P. THURDELL we have a bundle of latest Victoria (V.I.) papers. They are thankfully received.

## TELEGRAPHIC.

NO NEWS!

We have delayed going to press with our mail edition as long as possible, in hopes of being in possession of the news by the last steamer, but our hopes have been disappointed. The steamer arrived on Wednesday evening, but up to the present—thanks to existing arrangements with the telegraph line connecting Nova Scotia with the United States—none of her news has been received in this Province.

ARRIVAL OF THE HUNGARIAN.

Boston, May 30.  
 Steamship Hungarian arrived at Quebec, *Hammam* at New York with dates to 18th.

Apollon remained at Alessandria planning movements. Some skirmishing; but no battle.—Heavy rains had deterred operations.

Cotton had declined. Breadstuffs have advanced 2d to 3d on flour and wheat. Corn 3d higher. Consols 1/4 to 1/2.

THE NEW PARLIAMENT.—The constituencies have answered Lord Derby's appeal. The question put to them by the Government was precise and redemptive. They were not called upon to express themselves upon any great point of domestic or foreign policy—upon wise reform at home, or dignified neutrality abroad—but were simply asked to declare whether they had or had not confidence in Lord Derby and Mr. Disraeli as the proper, or the best possible, Ministers of the Queen under all the circumstances in Europe. The answer is recorded. The new Parliament will have greater confidence in these statesmen than they had in the last Parliament, to the extent of about twenty votes, and no further. It remains to be seen whether these twenty votes will be sufficient for the purpose of those by whose sale and exertions, and, we may add, by whose money, the result was obtained.

The Liberal party owes it to itself as soon as Parliament assembles—and it ought to be sitting at this moment if Ministers had as much regard for the public interest as for old precedents—to declare itself as emphatically as the constituencies have done. The question put to the country by Lord Derby must be put to the Parliament itself, in one form or in another. The result will either restore the Liberal party to power, or confirm it for a long period in the possession of the Conservatives.

At a time like the present, when Europe resounds to the tread of battle, and when its whole system is pregnant with revolutions, it is of the most vital importance that the British people should have a strong and a settled Government of one party or the other, and that the councils of the nation should not be distracted by constant changes of Administration, or by the spectacle of a weak Ministry holding the office upon the sufferance of its political opponents. It is for the leaders of the Liberal party to choose the hour for this trial of strength, and to devise the form in which it shall be put to Parliament and the country. We imagine that the session will not be a week older ere the question will be raised, and that it will assume the simple and intelligible form of "want of confidence."—Illustrated London News.

THE SEAT OF THE WAR.—The following, says the *Albany Evening Journal*, is a rough sketch of the position of the contending armies in Sardinia, as described in the London Times of May 24:

The whole diagram represents Sardinia. North of the Po, the country is mostly a level plain—south of it, mountainous, and defended by several strong fortresses. The Austrians have occupied the North East corner, and before they can make a successful assault on the Sardinian forces, or assail the Royal City, Turin, they must cross the River Dora, running North and South, or the River Po, running East and West. In attempting either, they leave their flank exposed to attack from the Sardinian fortifications on the other, and to attempt to cross both rivers at once, would involve a division of their army and a possibly fatal weakness to both wings.

The dotted lines in the diagram represent the direction by which the French are marching to the aid of the Sardinians. Those who have come by sea are landing at Genoa, and pushing up to reinforce the line on the Po. Those who have come over the Alps, are pressing forward from Suza to reinforce the line on the Dora. As both points are connected with Turin by Railway, this transit is easily made, while the Austrians have the disadvantage of being in an enemy's country, where their movements will be blocked, bridges burned, fields flooded, and everything done to retard them.

The latest foreign advices seem to prove the wisdom of