

The Carleton Sentinel.

SATURDAY, DEC. 4, 1858.

Howard Settlement—Opening of the Railroad, &c.
In our brief notice of the laying of the last rail, given last week, we were unable to make any remarks respecting the improvements which had been made at and about the Station at Howard Settlement. The buildings erected (or being erected) here by the Company consist of a large three fold building, comprising Station House, with offices for the various attaches of the road, and suitable dwelling apartments for the Station Master, &c.; a warehouse, for storing freight, of ample dimensions to meet the requirements of a large amount of traffic; a very handsome woodshed, and an engine-house large enough to house four engines. The water tank is supplied from a never-failing spring a short distance from the reservoir. All their buildings are in style and arrangements convenient, neat, substantial and roomy. These are—as we think we have before informed our readers—built upon a site given gratuitously by Parson Hartin to the Company. Outside of the Company's grounds, very great improvements have been going on in the immediate vicinity of the Station House, among them a large and superior building owned by Mr. Yarns; an extensive establishment fitted up by Mr. Hugh Jamieson, and, we believe, as a place of entertainment; and a commodious house, with ample stabling attached, nearly finished, which our friend Patterson has recently erected, and which he intends conducting as a hotel, under the name of the "Howard Hotel," and where he promises to afford travellers every comfort in his power.

Having thus referred to the Station and its surroundings, we take the care and leave it in order to see what we may on the way to and in St. Andrews.

On Wednesday, the 1st, being the day designed for the opening of the line for traffic, a number of gentlemen, with the Woodstock Brass Band, took an early breakfast and an early start away to "see the Railroad."

About half past one P.M., amid the eager shouts and wondering gaze of a crowd who also gave evidence that the people of the Settlement had all turned out to see the "Railroad," the iron horse, "Shamrock," came dashing up to the Station, dragging in its wake three passenger cars and a baggage car. These cars are all of domestic manufacture—that is, the woodwork—and are very creditable to the builders; they were, however, only second class cars, the first class cars—a very fine specimen—not being finished.

We of course expected to find a large representation from St. Andrews in the cars on the day of the opening of the Railroad to Howard Settlement, an event of high amazing importance to the former place; but to our astonishment—judging from the fact that, saving Mr. Clinch, of the *Provincer*, there was not a soul from St. Andrews present—the people of that town were as indifferent as if the Railroad traversed the desert of Sahara. We can't understand such indifference; but of this more anon. St. Stephens was well represented: among the gentlemen from that quarter were the Hon. Mr. Todd, J. M. Adams, M.P.P., and J. S. Hay, Esq., our worthy brother of the *St. Croix Herald*.

About two o'clock the cry "All aboard!" was heard, and those of the crowd intending to visit St. Andrews—amounting to about 150, including the Band—took their places, and away we went at "railroad speed" (many taking their first railroad ride)—the engine under the management of Mr. Lewis, the Conductor, seemingly a very efficient and agreeable officer, being Mr. Hipwell, the Manager, Mr. Buck, Mr. Ware, Mr. Dyson, Mr. Marsh and Mr. McDonald, likewise contributed by their presence to swell our number and add to the pleasure of the trip.

The time occupied in running from the Canterbury Station to St. Andrews, including stoppages, was about three hours. The arrival of the cars at St. Andrews was greeted with much enthusiasm by a large concourse of the citizens, who were in waiting. The hotels were speedily filled to repletion, but the citizens seemed anxiously alive to secure the comfort of their visitors, and private residences were most hospitably opened to all who chose to avail themselves of the kindly welcome. In the evening our Band gave a free concert in the Town Hall, which was crowded with the elite and beauty of St. Andrews, who testified much pleasure at the performance.

At 10 o'clock, tickets of invitation having been presented to the visitors, and a select number of St. Andrews gentlemen, a supper was partaken of to the Engine Room. This was, we were told, quite an impromptu affair on the part of the people of St. Andrews, and certainly reflected credit upon their taste and generosity in conceiving and so suddenly preparing such a repast for their neighbors. The occasion was a very happy and satisfactory one, and no doubt, in connection with the concert, brought feelings which must be productive of good in promoting kindness and sympathy between the people of St. Andrews and Woodstock. J. W. Chandler, Esq., presided, assisted by H. H. Hatch, and J. H. Campbell, Esq., and to some extent and response, in speeches and songs, the two hours hours were reached, the company separating mutually delighted for many repetitions of such inter-communal gatherings. To speeches, or some of the gentlemen advanced in time, we may refer again.

At an early hour on Thursday morning the good people of St. Andrews were startled from their property by the band, which paraded some of the principal streets, discoursing music; and at 9 o'clock, amid huzzas and congratulations, the Woodstockers had good-bye to the town and were off for home. No, not all; we with a number of our contemporaries, remained, and proceeded to Calais and St. Stephens by water. But this, with certain evidences of progress which are to be seen in St. Andrews, and many general remarks suggested by this visit, must for now until another time.

New Brunswick.

In our first article in the *Sentinel* of 23d October, we followed De Montreuil in his exploration of the St. John, and left him established in head quarters upon the Island of St. Croix.

In 1609, Sir William Alexander obtained a grant from James I. of all the country extending from the St. Croix to the St. Lawrence. In his patent the territory is first recognised under the title of Nova Scotia, which included New Brunswick and the islands in the Gulf of St. Lawrence, as far as Newfoundland.

In 1629 Great Britain held by possession and conquest all this part of America, but regarded it as of very little importance, as we may judge from the fact that Charles I. resigned his title thereto to Louis XIII. of France, and it was soon extensively peopled by emigrants, subjects of the latter monarch. About this period the River St. John was the theatre

of an enactment, romantic and sanguinary, the more worthy of notice here, as a woman was one of the principal actors. Charles De La Tour had obtained possession from the French Government, through his father, of a large tract of land bordering upon the St. John. At the mouth of the Jemseg, the outlet of the Grand Lake, 48 miles below Fredericton, De La Tour had erected forts and other improvements. Between him and the then Governor-General of the French, Claretie, there unfortunately arose a deadly strife. At one time Claretie, taking advantage of De La Tour's absence from home, attacked his forts, expecting that they would fall an easy prey to his arms. But he was soon undeceived; for Madame De La Tour, taking command, met him with such a formidable resistance, that he was glad to retreat, with a loss of 20 killed and 13 wounded. Stimulated to a fiercer desire for revenge, Claretie, taking advantage of another absence of De La Tour, surrounded the attack and continued it without success for three days; on the fourth day, one of Madame La Tour's party proved traitor, went over to the enemy, and betrayed his mistress. But even under such alarming and disastrous circumstances, the heroine continued to make a stout resistance, and most the assailants hand to hand upon the walls with such nerve and chirality, that they were forced to sue for a capitulation, which the valiant but unsuspecting woman agreed to. No sooner, however, had Claretie entered the fort, in accordance with the terms of the treaty, and discovered the paucity of his adversaries, and their exposed condition, than, contrary to all laws of honor or maxims, he indignantly hung all the survivors.

Soon after these events, the British again became masters of the whole country; it, however, afterward changed masters, and was the scene of many striking events, until, on the 12th April, 1713, by the peace of Utrecht, all Acadia, or Nova Scotia, according to its ancient limits, was ceded to Great Britain, and France forever lost her claim to the colony.

Not a century has passed since on the site of the present city of St. John, the first trading establishment, was commenced by James Simonds (father of the present Hon. Charles Simonds), James White and Captain Francis Peabody, who, with a small party of fishermen, arrived there on the 16th April, 1784. They found the country covered with an almost unbroken forest, and scarcely a tree had been felled where now the queen city of New Brunswick stands. These settlers commenced trading in fish and furs. Not to be compared, perhaps, to the sudden growth of some of the cities of late years in the United States, has been the progress of St. John; still it is difficult to bring the mind to realize fully the fact that where now the waters of the bay rise perpendicularly up the

side of wharves which bound its swellings, some seventy years since it broke in wild and unrestrained license over a scarce trodden beach, or surged against the native bulwarks of the primitive rock; that where now the commercial stage of almost every climate are constantly present in the harbor, and from whence go out ships first christened in its waters, which are models for the imitation of the world,—then the rude vessels of De Montreuil or of some other occasional adventurer, or the few pretentious barges of some venturesome fishermen, were the only kinds which broke or the sails that whitened its bosom; that where now the proud city comprising in its extent all the various evidences of an extended trade, of vast industrial resources, of a cultivated taste, of religion, of learning, of wealth, of magnificence, now stand,—then the dense forest reared its head, the music of its wayward branches intermingled only with the song of birds, the growl of the wild animals, or the utterance of the aborigines; that where now the smoke from thousands of the chimneys of private residences, and of factories and manufactories, pours up its continuous cloud,—then only curled upward, scarce penetrating the surrounding foliage, the smoke from the rude hut of the native or of the fisherman. Yet so it is: so great has been the change in this one locality, and this sufficient for an illustration of the rapidity which has marked the growth of other cities and towns scattered over the Province.

The first English settlement made on the St. John River was at Margareville. In 1776, a number of families in Massachusetts obtained from Government a grant of a township on the St. John, and they immediately removed to the above named place (County of Sunbury); and during the war of the Revolution they were reinforced at different times by families from New England.

The first Commission of the Peace for this new settlement was dated Aug. 11th, 1776, and the Court of Common Pleas was held in Sunbury until 1783, when Fredericton was made the seat of Government. Up to this period, the County of Sunbury included all the country now known as New Brunswick. The first inhabitants created a fort at Oromocto, ten miles below Fredericton. The series of hardships which the pioneers of our Province were called upon to endure from the time of their arrival up to the close of the Revolutionary War, we are informed, can scarcely be conceived by those accustomed to civilized life. For many years they were exposed to the depredations of the Indians, who, with a very natural feeling of jealousy, regarded them as intruders upon their hunting grounds; and this alone was sufficient to render their lives anything but pleasant or agreeable; for domestic comforts and conveniences, and means of obtaining or social enjoyment they might surround themselves with, they were kept in a state of constant dread, not knowing at what moment the Indian with his baneful eye and serpent crested might pounce upon them; and it was not until after many years of severe toil and anxious suffering had passed, that they were allowed to live with any degree of peace and comfort. In 1783 they counted 800 souls.

An *Apology*.—In our absence at St. Andrews, some editorialists intended for the number, and some were promised and expected, have been overlooked and omitted.

Quick for New Brunswick!—We yesterday morning took breakfast in Calais, Maine; left there at 7 o'clock, A.M., in a steamer, and was in St. Andrews half an hour; took dinner at one o'clock at Canterbury Station; remained there 14 hours, and reached here at 5 o'clock, with had travelling—thus having travelled over 100 miles in eight hours, exclusive of stoppages.

Our readers will see by advertisement of Messrs. Hall & Fairweather in another column that our enterprising friends are determined to "keep up with the times," and afford their customers all the facilities which are to be obtained by means of the new route by Railroad to this place. It is complimentary to our business men that those with whom they have heretofore had dealings show such anxiety to keep up the connection; we trust that relations so mutually satisfactory will long be continued.

Good News.—Below we publish, and with great pleasure too, a letter from our Grand Falls correspondent. We thank our attentive friend, and at the same time offer our most hearty congratulations to the people of Grand Falls, and to Mr. Tomlinson.

Howard Paul, in "Patchwork," relates that he was once invited to a sewing party. The next day he offered assistance how the "entertainment" came off. "On it was very amusing," replied Howard "the ladies hummed, and I bowed."

On the successful completion of the bridge, we trust that it may prove as beneficial to that section of the country as we have all anticipated and desired, and that it may long stand a monument to the wisdom and the wisdom of the Government under whose auspices it has been completed.

GRAND FALLS, N. B., Dec. 1st, 1858.
Mr. WATTS, Sir,—Grand Falls Bridge is now a fact accomplished. There it stands, and will remain for years another monument to the superior skill, scientific and mechanical knowledge and industry of our great engineer, contractor and builder, Mr. Joseph Cantillon. I am sure that it will be regarded as one of the most beautiful and useful structures of the kind ever erected in this country. A walk in three hours will perfectly satisfy any sane person of its beauty, strength and durability; and the highest praise can be bestowed upon the enterprise and the skill of the persevering and successful contractor, Mr. Cantillon, who, in the last week, and to-day it is hoped for public traffic. The painting can only be performed at certain times, so that Mr. C. has decided to discontinue the use of the fresh until next spring, at which time it is determined to inaugurate the opening by a grand display of music and dancing, and to the highest praise can be bestowed upon the enterprise and the skill of the persevering and successful contractor, Mr. Cantillon, who, in the last week, and to-day it is hoped for public traffic.

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TELEGRAMS.

ARRIVAL OF THE EUROPA.

HALLAT, November 27, 1858.

Europe at Hallat this P.M.

Arrived experienced heavy weather, and Captain

Robert Owen, the celebrated religious and social

Parliament further proposed that January 13th,

Hon. Frederick Bruce, brother to Lord Elgin,

appointed first British Ambassador to Pekin.

London Gazette contains notice of charter for

Bank for British Columbia and Vancouver's Island.

300th anniversary of Queen Elizabeth's accession

has been celebrated with Protestant demonstration

in various parts of England.