

Special Agencies for the Sentinel.
Mr. JOHN INGRAM, St. Andrews.
Mr. JAMES A. GRANT, St. Stephen.
Messrs. DENING & SONS, St. John's.
Calcutta.

The Carleton Sentinel.
SATURDAY, JANUARY 7, 1890.
A NEW DECADE.

Since we last sent out our sheet, Eighteen Hundred and Fifty-Nine has passed "that fall down which time's currents all must go" and a new year and a new decade has been ushered in. Than the decade just passed perhaps none more eventful, none more pregnant with events which are to exercise in the more full development of their providential bearing upon the history of our world, an important part, have preceded it. In the convulsed world a convulsion has passed, which in its effects have been terrible, diminishing credit, causing the thrones of those who ruled pre-eminence in the world's trade and commerce, to totter and to fall. In the religious, moral and social departments of society, how rare have the past ten years been! Events the most momentous. A revival reaching to and embracing in its influence a portion of nearly every country, bringing thousands who never before were exercised on account of such things, to think, to read, to pray, and had a commencement, not yet ended. Illustrious instances show the records of the fifties to prove that there is such a thing as modern civility, which is not a whit less wonderful, or less admirable, than that of other ages. In the trenches of the Redan; on the heights of the Alma; around the snowfields of the North Pole; upon burning and sinking vessels, on the ocean; amid the murderous butchery of the revolt in India; and last, but not least, amid the wards of the hospital of Soutari, has this most eminently proved. The world has been startled by repeated instances, in quick succession, of crime and defilement on the part of those who held prominent positions in society, and who were regarded as moral giants. These instances prove that while the world grows wiser its progress may be taken advantage of to assist vice as well as virtue, "that knowledge is power," to the bad as well as to the good. Among the nations of the world, what changes and important events have taken place during the last ten years. The Russian bear hunched and subdued within his own fair; England's power in India threatened by that mutiny which will forever fill a page of horror in the history of the world; France restored to comparative peace and prominence; Sardinia given a place among the nations; Italy more fully aroused to a desire for independence and union. During the last ten years science has marched onward, leaving on every hand new and glorious evidences of her triumphs, and though some of her noblest ministers have died, yet their works remain, in which they themselves shall live for all time. In our own country, New Brunswick, the past ten years have not been fruitless of good. Our country has become better known, both at home and abroad; we have all learned to appreciate her more highly, and have taken more pride in recommending her to strangers. Emigration, settlement, have begun in right good earnest, so we hope. Railroads, two partially completed, are—which in 1850 were not—only as matters of hope and speculation and conjecture. Our political changes have been many, more expensive and annoying, but of them no doubt good has come; and at the present day our Province is more honestly, more intelligently, more cheaply and more satisfactorily governed, than perhaps she ever was before. Like other countries, our commerce has suffered, and our commercial men put to great straits; but it is a grand satisfaction that the history of the effects of the late commercial panic affords no instance where a province or a country has more successfully outlived the storm; giving better evidences of integrity and wisdom among its commercial men than our own Province. We have the past; who dare speculate as to the future. The next ten years, to those who see its close, will no doubt afford much more momentous lessons than the last to us who now live. But without idly speculating on what is to come, let each for himself resolve to do what he can in the broad arena of the world, for God, his country, and his fellow man; so living that, dying, he may feel conscious that the world at least may not be the worse for his being. And finally, to the patrons of the *Sentinel* may the year 1890 be one of serene enjoyment.

NEW YEAR'S DAY.

Or the usual festivities incident to the day were observed on Monday last. The cold was so intense as very seriously to interfere with the carrying out of some of the contemplated arrangements for the observance of the day. For instance the Band, now in a very efficient state (since the union of the Woodstock and Upper Corner Bands) did not turn out as they intended, because the weather was too severe to admit of their playing. However, there were exercises and observances to make the day remembered, and first and most interesting was the examination and Festival of the members of the

WESLEYAN SABBATH SCHOOL.

This school, a very creditable example of that highly useful and interesting institution, "the Sabbath School," has for several years been in a notably efficient state under the careful and zealous direction of L. P. Fisher, Esq., assisted by a band of interested and faithful teachers. On Monday forenoon the body of the Wesleyan Chapel was completely filled by children, parents and friends. The examination, though short was sufficient to satisfy everyone that the children were taught to remember. The recitations, though occupying rather too much time, were in many instances very well delivered, and after that, the earnestness of purpose, and obedience to the wishes of its providers that they should be happy, which marked their participation in and of the feast of every variety of good things prepared for them was delightful to witness. We know of no more interesting scene which can be presented for contemplation than when some hundreds of children, sparkling with health, rosy with excited anticipation are gathered together, harmoniously, as on the occasion of which we write. Long may Sabbath Schools increase and flourish to bless the world, and long may this school hold its present distinguished position.

FIREMEN'S PARADE.

In the afternoon the new Engine Company which is neither more less in its constituent elements than the one disbanded No. 2, who have recently consented to take charge of the Engine again, turned out and paraded through the town, presenting an array of as fine looking men as need be wished for. Mr. James Parent is the Captain. Invited to the residence of the Post Master General, they there partook of a collation, were favored with music by the ladies, had some speeches, &c. These with the usual amount of sleigh driving, calling, etc., etc., made up the programme of the day's proceedings.

The County Council meets for the transaction of business on Tuesday, the 10th inst.

JAMES TIBBETS, M.P., ON THE RAILWAY CONNECTION OF THE PROVINCES.
We publish below a letter from James Tibbets, Esq., M.P., for Victoria County, which, from the nature of the subject treated, even without reference to the fact that the writer is a gentleman who has long taken a warm interest in the subject, demands the prominent place in our paper, which we have given it.

DEAR SIR: Seeing that the subject of a railway connection with Canada is engaging the attention of both Canada and New Brunswick, it may not be amiss for me to offer a few remarks upon a question in which I have always taken a deep interest. The distance between River du Loup and Woodstock is so trifling, compared with the distance by the Robinson line, it is only a wonder that anyone can be found to advocate that line, and those that do so do not believe that the road by that route will ever be built; but, like the dog in the manger, endeavor to put forth such a preposterous scheme with a view of embarrassing the Governments, in order to prevent the shorter line from being built. And, Mr. Editor, if I had been supported in the resolution I offered to the Legislature, last session, by those whose duty it was to do so, I have no doubt that ere this the two Governments would have had the basis of an arrangement for building the road matured, and been ready to submit the same to their respective Legislatures at their next meeting.

The Grand Trunk will probably rest on their oars at River du Loup for a twelvemonth; after which they are bound to proceed onward to the State unless something should occur in the meantime to divert their line towards New Brunswick; and I feel assured that they would do all in their power to encourage a connection with New Brunswick; it would prove a valuable feeder to their line, while to build 60 or 70 miles more of road down the St. Lawrence would be like sinking so much money in the sea.

The plan proposed by Messrs. Forsyth & Rhodes is the most possible and cheapest for the two Governments, to secure this connection, \$250,000 each, to any company, to be paid after the road is built and fully equipped. I am of the opinion that the Grand Trunk would accept of those terms were they offered them, and if they did so, we should have a sure guarantee of having a speedy connection. Mr. Taché advocates the Robinson line, on the grounds that the other would run too near the American Boundary. I differ with this gentleman on the grounds of its proximity to the north-eastern portions of Maine, its usefulness to them, they would view it as their only means of access, and would be quite as ready to protect it in case of war as we would ourselves. The enormous advantages of the road to them can scarcely be hinted at; they would be equal if not greater than to us. The people of Maine are endowed with a spirit of enterprise outstripping our people. They will convert into money what our people would suffer to be burnt or rot on the ground. This road once built, the inexhaustible water power would be brought into play, and every pine and spruce tree would be manufactured into some kind of lumber for exportation, to say nothing about cedar shingles and agricultural products.

It is important to New Brunswick that the road should be begun at once, whilst they could have the influence of the Grand Trunk on the one hand, and prevent the road from Bangor to Aroostook being built. This road once completed, the necessity of the latter at once disappears. Our road would be of infinitely more advantage to the northern portion of Maine, than the Aroostook and Bangor could be. The River du Loup and Woodstock Road, crossing at Grand Falls, at or near the Aroostook Falls; the mouth of the Presque, Madunakik, and El Rivers; all of which, taking their rise in Maine, enable Americans to float their lumber to the sea, and from thence have it conveyed to St. Stevens, Calais, St. Andrews, St. John, River du Loup and Quebec—the heavy lumber, such as deals and birch timber, from the upper St. John, could be taken more cheaply to River du Loup, which is a safe place for shipping to approach. The smaller and more valuable could be sent direct to either of the Atlantic ports, and from thence shipped to the United States or England, which ever offered the greatest inducements at the time.

I hope the people of St. John are beginning to open their eyes to their folly. The building of the road to Shediac—forced upon the Government—is one of the greatest swindles that ever was perpetrated on a free people, who will some day have to bear the burthen. If the New Brunswick Government had acted with any degree of foresight, and insisted upon a connection with Canada before any other experiments in railroads were tried, I have no doubt they would have succeeded. But they succumbed (against their better judgement) to a doubtful majority of supporters in St. John. I say doubtful, because the election of Mr. Lawrence over their candidate fully warrants this expression. St. John has been blindly meddling itself with the construction of railroads, to connect themselves with its rival, Halifax. And here let me remark, that in every attempt at railroads on a large scale, Halifax has stood forward in the foreground as their evil genius, and have, throughout every attempt on the part of New Brunswick to get a connection with any other country, if New Brunswick had been true to herself, and formed a connection with Canada with the million of pounds sterling which she has expended to benefit Halifax, Nova Scotia would have had to incur that outlay herself, for they would never have consented, to remain isolated from the Western world, except by water. I have said Nova Scotia would have had to incur the expense herself. I did not mean to convey the idea that they would necessarily have squandered so much money on the same line; still they would have had to build for themselves a road.

The north must be content with what facilities can be granted for coasting steamers, seeing that the distance by that route is so much longer, and the unreasonableness of giving St. John the go-by, and building up Halifax at our own expense. Now, Mr. Editor, suppose we take a glance at the advantages and disadvantages of the different ports which are contending for the supremacy. Halifax, what has she to constitute homeward freights? barely nothing, unless it be taken over the road; and the distance is too great to carry lumber. The same thing will apply to Portland. I need no better proof than that the Allen line of ocean steamers, both the past and the present winter, have had to resort to St. John for homeward cargo, and then return to Portland for their mails and passengers. With a connection at River du Loup, those vessels would in the winter and dangerous part of the autumn, come direct to St. John or St. Andrews, where they would receive their homeward cargo, mails and passengers. And all of this might have been accomplished long since, and the rival city of Portland thrown in the shade, had it not been for the baneful influence of Halifax.

Let the north be magnanimous, and come forward with a helping hand, to secure the shortest and cheapest route, seeing that, we cannot have both at present. Great Britain may wake up some day to the importance of the northern route; and if ever she does, she will most assuredly build it, for she seldom fails to accomplish anything she sets her mind upon doing. I hope that the people of both Provinces will continue to agitate this question until they force their Government to take steps for its immediate prosecution and completion. I have been somewhat lengthier in my remarks than I intended when I commenced this communication; but, Mr. Editor, I don't trouble you very often, besides, I know you endorse most, if not all I say.

I am, sir,

Your obedient servant,
JAMES TIBBETS.

CONCERT AT HOULTON.—A Concert was given at Houlton on Tuesday evening the third inst., by the Houlton Cornet Band, assisted by the Aroostook Glee Club. There was a large and respectable gathering in the Unitarian Meeting House, on the occasion, and the performances were of a character which elicited the warmest applause. The Band which has been in existence but a few months is making marked progress under the able direction of Prof. A. S. Davis. The Glee Club is composed of the following young Ladies and Gentlemen whose musical abilities are of a high order, viz, Miss, F. J. Winslow, Miss, M. E. Winslow, Miss, C. Packard, Miss, L. K. Page, Mrs. Z. Rowe, and Messrs. Kenney, Swan, Rose, and Spaulding.

RIFLE COMPANY.—On Tuesday evening a meeting to complete the organization of the Woodstock Volunteer Rifle Company was held in the Mechanics Institute. The most perfect unanimity of feeling seemed to prevail, and the evident result with which all concerned go into the work, augurs favorably for the entire success of the movement. The following gentlemen were elected officers of the corps, viz: John C. Winslow, 1st Lieutenant, M. E. Davis, 2nd Lieutenant, Samuel G. Woodford, M. D., Medical Officer, and Geo. Strickland, Pay Master. After this the Non-Commissioned officers were elected, whose names we have not yet got, and then a drill of the Company, numbering some 40 men, was had. A number of young, active, and able men have signified their intention of joining immediately, so that there is no doubt that an efficient Company of some 60 or 70 men will be formed, which in all its elements will be thoroughly effective.

SAD AND FATAL ACCIDENT.—At Southampton, on the 23rd ult., one of our esteemed neighbors was cut off and called to his long home, with a suddenness that might well impress the most unreflecting with the uncertainty of human existence. Mr. John C. Fox, well engaged in hauling wood on a long sled, with another person, while loading a log, his (Mr. Fox's) handspike slipped, and the log came back crushing him down with such violence that it started the spine of the back, leaving him entirely helpless. The log was immediately removed, and medical aid procured; but all to no purpose. The accident occurred on Friday afternoon, at about 3 o'clock; he died on Sunday morning at 10 o'clock. He leaves a widow and eight children, together with a large circle of friends to mourn their loss.—Com.

THE COURT OF COMMON PLEAS held its quarterly session, commencing on Tuesday last, Justices Dibble, Bedell, and Harvey presiding. The business was light, although more than usual, perhaps, came before the Court. The cases were, we believe, unimportant. A bill for the establishment of a workhouse was read before the Grand Jury.

THE GUARDIAN.—A New Brunswick Magazine would appear to be one of the requisites of the age, and it must be a matter of very great surprise that in neither of the Provinces, so far as we are advised, there is published a literary Magazine. In Canada, Nova Scotia and New Brunswick the experienced has more than one been tried and proved a failure. The *Guardian*, a new Magazine, the first number of which has just been issued from the press of Banks & Co., is edited by Messrs. J. Allen, R. Atkins and E. Mansure. Teachers, is another attempt to fill the blank in the literature of the Province. We trust that the enterprise may succeed, of which we will not express any doubts. It is offered at the low rate of 5s. per annum, and anyone who feels willing to expend a dollar for the purpose of assisting in a praiseworthy effort should subscribe.

THE SCIENTIFIC AMERICAN.—This paper, unapproached by any other of a similar nature, that we know of, has just completed the first volume of the new series. No mechanic or artisan, and indeed no one who feels any regard for being kept informed with reference to the progress being made in the arts, sciences and manufactures should fail to subscribe for this paper. Terms for single numbers per annum, \$2. Five copies \$8. Address MEXX & Co., New York.

THE *Acadian* is the title of a new weekly paper recently started at Digby, N. S., by Messrs. Dodge & Gidney, of which we have received two numbers. It is a well filled sheet, and deserves, as it will no doubt receive, good support. \$2 per annum.

ENGINE COMPANY, No. 2.—At a meeting of the members of the above Company, held on Tuesday, the 27th day of December, the following were elected officers: James Parent, Captain; John Lee, 1st Lieutenant; W. C. Nicholson, 2nd Lieutenant; A. M. Esherson and J. W. Boyer, Branch Pipe-men; A. Payson, Sec. Treasurer. Of the five Company, Samuel Gannon, Captain; David Jones, 1st Lieutenant; I. Churchill, 2nd Lieutenant. The Company numbers at present 60 members.

MECHANICS' INSTITUTE.—Stephen Smith, Esq., M. D., lectured on Wednesday evening to a highly appreciative audience. His subject was "Health," which no doubt was handled by the lecturer with much ability. There will be a lecture on Wednesday evening next.

Hon. Judge Mason of Iowa, who made himself so popular with the Inventors of the country while he held the office of Commissioner of Patents, has we learn, associated himself with MEXX & Co., at the *Scientific American* office, New York.

DEATH IN THE FOREST.—We are sorry to have so soon to chronicle one of those occurrences which so frequently plunge not only a whole family in sorrow, but excite the deepest sympathy of a whole neighborhood. The melancholy death of Mr. Nelson Hall of St. James on the 21st inst., is the event to which we now refer. He was lumbering on the American frontier while engaged in felling the first tree on which he raised his axe, was instantly killed by a blow received from one of the limbs. Mr. Hall had been married precisely five weeks on the day that the fatal accident occurred.—*Colonial Presbyterian*.

In politics all that is truly valuable to a country must be gained by "pluck," united with principle. The running of the Trains between Shediac and Moncton has been discontinued (as in former winters) until further notice. In Eglon, on the 7th ult., a remarkable scene took place. For the first time the Jews of that city offered up a prayer for a Christian Prince and invoked the blessing of Heaven upon Victor Emmanuel, King of Sardinia. The prayer was recited by Signor Roberto Fumaro. At the first word, the 3,000 Jews present, with the exception of a few old men, rose to their feet, and remained standing until the close of the prayer, to which they all responded with an overwhelming "Amen."

The *Fredericton Reporter* noticing a communication in the *Head Quarters* relating to the sums needed by the different papers, for advertising, &c., says, very properly:

"It is a sad thorn in the side of the opposition press in this province to find that the Government publishes reports, and advertise land and contracts, such as their predecessors advertised and published, and such as are published in every civilized country in the world. The *Fredericton and Head Quarters* are particularly rabid on this subject: first, because they envy those who perform the government printing at the present time, and next, because they do not get that work themselves. A writer who signs himself 'A,' in *Westcott's Head Quarters*, and who, in his private, especially interested in that paper, cannot conceal his bad feeling on this occasion, and produces an array of figures, which simply prove that the Executive, as well as the House of Assembly requires a certain amount of printing, and that such printing has to be paid for. We will not stop to discuss the propriety of the publishing and printing of the world, namely, that 'the laborer is worthy of his hire.' When a man is employed to work either for a corporate body or an individual he is of course understood that the benefit on either side is mutual, and while he is glad to obtain employment those who engage him are equally glad to obtain that which is the joint product of skill and capital. It might be as well for the opposition press, when they propose to enlighten the public on the question of printing patronage, to take a more general view of the subject, and give it with both sides. Should not 'A,' for instance, inform his friends whether the publishing and printing of the world, namely, that 'the laborer is worthy of his hire.' When a man is employed to work either for a corporate body or an individual he is of course understood that the benefit on either side is mutual, and while he is glad to obtain employment those who engage him are equally glad to obtain that which is the joint product of skill and capital. 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