

cents; and all other ferrage at the same proportion. After considerable discussion, and Mr. Combes having been heard in explanation, it was, on motion, ordered that the further consideration of the matter should be deferred to the next meeting of Mr. Dibblee, seconded by Mr. Merritt, resolved that Mr. Shea be allowed to occupy Shea's Ferry, so called, one year under his present lease, free of charge, he to keep his horse boat in good running condition—carried.

On motion of Mr. Simpson, seconded by Mr. G. S. Hartley, Resolved that \$100 be added to the warrant for Peel, to pay a balance due the County since 1851. Several reports on Parish returns were presented, and on motion of Mr. Clowse, seconded by Mr. Stuckney, it was ordered that the reports on Parish returns, and the Secretary's Treasurer's account current, with the Auditor's report, be published in the *Carleton Sentinel*. Moved by Mr. Stuckney, seconded by Mr. Parley, Resolved that in anticipation of a grant for by-roads for this County being made by the Legislature, such money, when granted, shall be divided equally among the several Parishes.

Mr. Kilburn moved that for that motion, as he did not consider it fair to divide the money equally, each Parish should receive a fair proportion. On the number and extent of its roads, and with regard to its actual requirements. In the new Parishes the roads were few and short; while in the older districts there was a great distance to go over with the money.

Mr. G. S. Hartley wanted to know why the new settlements had not the same roads as the older share of the money as the old. He would like to ask Mr. Kilburn if Richmond, when she was as yet but thinly settled, had not as much need of money being expended on the roads as she has now, and would remind the Board of the advantages possessed by those who lived in Parishes where the roads were and had been receiving public aid for a score of years, over those who live in the wilderness, and have no conveniences for travel.

Mr. Kilburn said that when Richmond was a new Parish she did not have any turnpiked roads, and had to wait, and put up with parishes with many inconveniences; so the new Parishes of the present day would have to.

Mr. Dibblee said that as the roads in the older Parishes had been for so many years under repairs, and receiving public money, they had just so far the advantage of the new settlements, and he contended that Aberdeen should receive just as much as any other Parish.

Mr. Ahen said, of all the Parishes, Peel had the strongest claims for by-road money, for there was scarcely a road in which a horse could be used, but the settlers had to back all their stuff. The object of these by-road grants was not to polish up old roads but was, rather, intended for the removal of stumps and rocks out of the by-roads through new Parishes. He made particular reference to the settlement of Johnsville, which he described as a most promising and flourishing one, possessing fine settlers and fine lands, but the road into and through which, he said, was almost impassable. If there was any money to spare Kent should have it.

Mr. Tompkins was decidedly of opinion that if any preference was made the Parishes containing new settlements should have the most money. Of course the actual requirements of the districts should be the criterion by which to judge the amount of money it should have, and applying this rule, he said that Kent was in a very good condition. In Aberdeen there were 75,000 acres of surveyed land, and some 50 miles of road, but there was not over a mile, perhaps, fit to be driven over by a wagon. There had been only one mere paltry sum of money expended on these roads, and by the settlers in payment for their land. Though a Council for Woodstock he could not conscientiously ask more for that Parish, notwithstanding the extent of her roads, than for Aberdeen. He would say give Aberdeen the largest share; Kent comes next, her roads being very bad, but not so bad as Aberdeen.

Mr. Stuckney, humorously suggested that the money be divided between Kent and Richmond. Mr. Kilburn only wanted strict justice done to Richmond.

Mr. Kirkpatrick would not go for the motion to have the money equally divided. If the principle was acknowledged, that small Parishes should have the same as large, people will be disposed to have the large Parishes cut up into smaller ones, and thus there will be a great many Peels in the county.

Mr. J. R. Hartley said, Aberdeen was as large as any Parish on the Western side of the river.—Motion carried.

On motion of Mr. Simpson, seconded by Mr. Tompkins, Resolved that the Secretary Treasurer be directed to apply to the Provincial Secretary for 6 copies of the Revised Statutes for the Councilors. On motion, the Public Building Committee is directed to ascertain if the City of St. John can be made effective for preserving the County papers, &c. Moved by Mr. Kilburn, seconded by Mr. Dibblee, Resolved that, in future, the gaoler be not allowed for boarding debtors—carried. On motion of Mr. Lloyd, seconded by Mr. Dibblee, ordered that British lists be received and paid for, for County purposes, at the long rate during the year.

List of Tavern licenses granted: Thomas J. Boyer, Brighton; Clas Stephenson, Upper Woodstock; Patrick Small, do.; Wingate Weeks, do.; H. F. Schooley, Simonds; Charles Doherty, do.; Charles Sweeney, Florenceville; James Bradley, do.; Peter Goss, Kent; Robert Cairnes, Richmond; Noah Chandler, do.; Robert Kirk, do.—the above all licensed for six months; Jonathan Wilson, Wicklow was licensed last July for one year.

Apportionment of County Assessment, and amount ordered for support of Poor and Repairing Roads:

County.	Poor.
Woodstock,	\$350.28.
Wakefield,	179.64.
Richmond,	179.64.
Simonds,	168.41.
Wicklow,	94.31.
Northampton,	120.30.
Brighton,	67.37.
Peel,	35.33.
Kent,	58.38.
Aberdeen,	6.74.

Ten Dollars to be added to the assessment for Peel, to pay balances of 1851. Upper Woodstock Road District, \$120.

Western Railway Extension.

The paper, to which our readers have, already, seen reference, read by Mr. Burpee, C. E., before the Chamber of Commerce, St. John, on the above subject, is now in print, and, from it, we compile a few of the more important items of detail. The general scheme embraces a connection of Bangor and St. John, by a trunk line, and of Woodstock, Houlton and Fredericton by branch lines. The route, now chiefly discussed, passes from Bangor up the Penobscot, to Mattawamkeag, thence, nearly east, to the Oromocto Lakes, where it joins the Douglas Valley route, as surveyed, and follows it to St. John. The branch to connect Fredericton, goes from Hart's Mills, Oromocto, a distance of 20 miles from the former place. The whole extent of road to be built, in New Brunswick, will be 100 miles. The distance, from Bangor to Mattawamkeag, 55 miles; Mattawamkeag to New Brunswick frontier, 50; N. B. frontier to St. Andrews line, 5; St. Andrews line to St. John, 75, making in all 185 miles. Should the views of the people of Maine, in this matter, not be met, Mr. Burpee thinks, they will seek to tap the St. Andrews line a few miles below Woodstock Station, thus appropriating to themselves, the whole trade of the upper St. John. An argument in favor of the proposed route is, that by extending the Fredericton branch up the St. John river, and by the Keswick and Nashua valleys, a distance of about 45 miles, a point in the proposed central route to Canada is reached, 120 miles

from where it would leave the St. John and Shediac road. So that by constructing 100 miles of railway, the Shediac road would not only be connected with Woodstock and the United States, passing through the commercial and political capital of the Province, but a point would be reached only 15 miles further from Canada, than if the same distance (100 miles), had been built, in the most direct course yet offered, for the Inter-colonial Railway. Mr. Burpee quotes largely and successfully, to prove that railways increase travel greatly. He argues, that this railroad would secure nine-tenths of the travel through to the United States, being 62,040 at \$1 60 each, making \$100,224. The through passenger traffic, to Woodstock and Houlton, judging from the present travel, he puts at 20,000, per year, at \$1 50, \$30,000; passenger traffic to Fredericton is, now, estimated at 32,000 annually; putting it at 31,300 at \$1 25 gives \$39,125. For mails and sundries, estimated, certainly at an apparently low figure, Mr. Burpee estimates the annual receipts at \$15,000. The through freight, to the United States, he estimates at 47,000 tons, which at \$1 60 for 80 miles gives us a revenue, here, per annum of \$75,200. The quantity of freight, in barrels up, and shingles and iron down, to say nothing of other goods up and short lumber and agricultural produce down, is estimated, under the head of freights through, to and from Woodstock and Houlton, &c., at the present time, at 18,000 tons. It is claimed that with the proposed road built, we could expect a yearly carriage of 20,354 tons, which, on the 75 miles, at our present tariff, gives \$30,517. In 1856, there passed up the river St. John, to supply the upper district, 80,000 barrels, beside other goods; the down river traffic, during the past summer, was 32,000,000 shingles, besides large quantities of clapboards, other short lumber, and agricultural produce. This, too, besides the very large shipments via the St. Andrews railroad. Mr. Burpee very properly looks to the future development of the resources of Carleton County as of prime importance, in consideration of this question. He says:

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Under the head, cost of construction, Mr. Burpee states, from personal observation, that except for the first 25 miles, west of St. John, the line will be easily built. The cost of construction, at the outside, is put down at \$82,000, per mile, or \$3,200,000, the annual interest on which at 6 per cent., is \$192,000, of which amount it is estimated there will be \$185,500 left, from the receipts of the road, over and above the expense of operation; requiring, therefore, only \$6,500, a year, from other sources, the increase of trade and travel, &c. Mr. Burpee is confident that Nova Scotia will not stand idly by while this work was being prosecuted in New Brunswick, but will complete the connection with Halifax. Mr. Burpee's arguments to prove the comparative and actual benefits which must arise to the Province, in its increase of population, the development of its resources, the increase of its wealth, are clear, abundant and conclusive. The assumption that whatever benefits St. John benefits the Province in its most remote districts, and whatever benefits the Province, at large, so directly is of service to St. John, is an indisputable fact; at present five-sixths of the trade of the whole Province is through St. John. That this proposed route is the most feasible, the most inexpensive, the most complete, and the most likely to be prosecuted must, we think, be admitted by all, disinterested, to be facts, and we must, therefore, hope that it will at the coming session of the Legislature receive most deliberate consideration.

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WOODSTOCK, January 26th, 1864.
A meeting was this day held, in the office of James Edgar, at the request of E. R. Burpee, C. E., to hear from that gentleman upon certain propositions, originating in St. John, respecting the extension of Railways in New Brunswick.

Present.—Sheriff Dibblee, Wm. Lindsay, M. P., P. H. E. Dibblee, Lt. Col. Tupper, Lt. Col. Baird, R. A. Hay, Rev. H. J. McLary, T. W. Longstaff, G. W. Vanwart, Robert Brown, James Edgar.
Lt. Col. Tupper was called to the Chair; Mr. James Edgar appointed Secretary to the meeting. Mr. Burpee having been heard on the subject of Railway Extension.

Resolved.—That a Committee of four, with power to add to their number, be appointed to take steps to get up a public meeting, in this place, to ascertain public opinion on the matter, and to correspond with the St. John Railway Extension Committee, for the purpose of obtaining further information on this matter, and of inviting one or more members of that body to attend said public meeting.

Resolved.—That the Committee be composed of Messrs. J. R. Tupper, W. T. Baird, Norris Best and James Edgar.
Resolved.—That the members of Assembly for this County, and the Hon. Charles Parley, M. L. C., be requested to attend said meeting.

Resolved.—That the Committee be instructed, after corresponding with the St. John Railway Extension Committee, and consulting with any delegate which said Railway Extension Committee may send to attend the proposed public meeting, to prepare, and submit to said meeting a series of Resolutions upon the subject of Railway Extension in the Province.
Meeting adjourned.
(Signed.) J. R. Tupper, Chairman
James Edgar, Secretary.

Public Lectures.

As will be observed by an advertisement in to-day's paper, the Rifle's course of lectures commences next week.

The second lecture of the course in "Orange Hall" will be delivered next Tuesday evening, commencing at 8 o'clock. Admission free. See Advertisement.

Carleton County Teacher's Institute.

We are requested to state, that the regular meeting of the above association, will be held in the McLaughlin school-house, on Friday, the 5th of February next, at 10 o'clock, a. m. The principal subjects for discussion at said meeting will be first, "Physical Training," secondly, "The best method of gaining and retaining the attention of pupils." Inspector Freeze is expected to be present.

At the suggestion of the Chief Superintendent, the subject of forming School Libraries will be brought before the meeting.

PERSONAL.—We regret to announce that Mr. H. A. Johnson, who, for several years, has superintended the Telegraph Office, in this place, has removed to another sphere of operation. Combining with a thorough knowledge of the telegraphing business, a most genial and accommodating manner, Mr. Johnson had become very popular, and he is parted with with much regret. We trust that while he goes to Moncton, to reap pecuniary advantage he and his lady may find themselves surrounded by every other desirable source of happiness.

Mr. Welch, who formerly had charge of the office here, succeeds Mr. Johnson, and we hope his residence here will prove mutually agreeable to himself and the business community.

THE CONCERT, under the direction of Rev. Mr. Nelson, of the Choir of St. Luke's Church took place on Wednesday evening. There was a very large audience in attendance; we noticed several ladies and gentlemen from Houlton, Richmond, &c. And if applause and *encores* are any proof of the excellency of the performance, then that excellence was amply established. The solo's were good, but to our not, we admit, very critical musical taste, neither the selections nor execution of the choruses, were as good as on a former occasion. However, it is gratifying to find so much musical talent in our midst, and its cultivation is praiseworthy. For where there exists a refined taste for music we may reasonably look for the presence of the social virtues.

The friends of Rev. Mr. Bleakney made that gentleman a donation visit one evening of week before last, which was numerously attended, and at which Mr. Bleakney was made the recipient of very valuable presents. There was, too, singing and speeches, and every one enjoyed themselves apparently. We inadvertently forgot to mention this in our last issue.

During the visit of the Municipal Councilors, to the gaol, during their late session, they found a young man confined, in a most miserable plight, on a capias, for a debt of \$10. The prisoner stated that he was a stranger, without means, but if at liberty could earn enough to pay the debt. The Councilors present, at once, raised among themselves \$8, and the gaoler generously agreed to relinquish his fees; the amount was sent and tendered to the creditor, but refused, and so the sympathy was useless, but it shows the opinion, entertained by the Councilors, of imprisonment for debt.

We publish, elsewhere, an account of an outrage on the seas, by a Federal toward an English vessel accompanied by the loss of life, of one of the crew of the latter. If the circumstances are as related here, there can be no possible question that the British Government will seek in the most prompt manner immediate reparation, so far as that is possible. No doubt the good sense of the American Government will prompt it at once to disavow all complicity in the matter, and visit with conign punishment the captain of the *Vanderbilt*. But all this will not restore the life sacrificed to the brutal ignorance, or worse, of the American Captain.

What will the *Sunrise* say now? The *Macchia Union* and the *Kennebec Journal*, of last week, while making the important announcement that John S. Hay has become a citizen of the United States, both repeat the oft repeated, and oft proved lie, about his former office having been mobbed by New Brunswickers. What will the *Sunrise* say now?

Mrs. Eveleth and Dr. Spinney were acquitted by a St. John jury. The terms of the verdict were, "Not guilty under the indictment," a verdict which may mean that they were really guilty but that something was wrong in the indictment. The *Globe* says truly, "there is no accounting for what jurors will do sometimes."

Colonial News.

MR. NARRAWAY'S LECTURE.—The Mechanics' Institute was filled last night from the most remote seat on the gallery to the most extreme seat at the ante-room door, with a highly respectable audience. To give a report of the lecture would be impossible. The whole address was so condensed, every word having a meaning, and every sentence containing some useful information, that to attempt giving a summary of what the gentleman said would be useless. After describing in a very concise manner what he saw in England in the way of architecture and manufactures, statutory and political, he proceeded to answer the question "Are there any signs of national decay in England?" Here he referred to Agriculture, Mechanism and Commerce, and in these England never stood so high as she does at present day. Then he referred to the Middle Class and the Laboring Class were referred to, and in none of these were there any indications of backwardness or waning from that greatness which have made them all famous in the history of our fatherland. The Church, the State, the Free-

PORTLAND TRANSCRIPT.—Among all our exchanges, there is none which comes up, more nearly, to our ideas of what a weekly family paper should be, than the *Portland Transcript*. The selections are most excellent, and the editorials of a high order of merit. Our friends of the *Transcript* are strong Union men, and, sometimes, get rabid when descending on British feeling and British institutions, but then they don't mean any harm, and we have much pleasure in commending the paper to our readers.

THE ATLANTIC MONTHLY for February has come to hand, from the publishers, Ticknor & Fields, Boston. Its table of contents is a rich and rare one—as follows:

Genius: My Brother and I; A Half-Life and Half a Life; On the Relation of Art to Nature; Snow: House and Home Papers. The Convulsionists of St. Medard; Presence; Glacial Period; Byrant; Annesley Hall and Newstead Abbey; The Last Charge; Northern Invasions.

We regret to learn that the printing establishment of J. G. Lorimer, Esq., at St. Stephen, was destroyed by fire, recently.

Communicated.

LITTLE FALLS, Jan. 12th, 1864.

MR. EDITOR.—I have noticed in your paper, for some time past, communications from some person here signed Wanderer, giving accounts of things generally; I think his letters correspond very well with the man, if Wanderer is the person pointed out as such; his answer to one of your St. John correspondents last fall, with his remarks on things about here, have since, given us a chance to judge of his caliber.

In his last correspondence he attacks the mail contractor, between Grand Falls and this place, for being after time, not making any allowance for the state of the roads at that season, and as this mail is dependent on the arrival of the Woodstock mail at Grand Falls, which it late consequently makes after time getting our mail. I hear Mr. Hart, the proprietor of the line, attributes the remarks of Wanderer entirely to his wandering brain. It would not be wondered at if some parties here should yet make their minds that they fell in with a wandering Jew as well as a wanderer. It seems to be the opinion here that strangers should become acquainted before they take liberties, and I think so to.

EDITORIAL ITEMS.

We are requested to state that Rev. Mr. Salmon will preach his farewell sermon, in the Baptist Chapel, in this town, on Sunday, 7th February at 3 p. m. A collection will be taken up to defray current expenses.

A Confederate Raid! Thirteen Confederate officers passed through here on yesterday morning. They reported themselves to be of a party of 400, who escaped from Johnson's Island.

In Indiana, the other day, a man killed his wife, and while her husband, in one of these hurried instances to criminal connection between the survivors.

It has been discovered in England that the use of wheat is greatly productive of mortality among cattle.

Rothschild a short time since illuminated the Coliseum at Rome to please his wife.

A young woman in the States last week, was caught by the hair on a shaft, revolving 100 times per minute—she only lost her hair and a pair of seals.

Last year Stuart of New York, sold \$350,000 of dry goods, he is taxed on a net income of \$4,000,000.

The distillation of whiskey is likely to be prohibited in Illinois and Ohio owing to the deficiency, in the corn crops, which amounts to 150,000,000 of bushels.

A patent has been taken in England for a hair brushing machine. The *modern operandi* is described in Chambers' Journal. It runs by steam or other power.

The Union loss, at Chancellorsville, it appears was in killed, wounded and missing 88,000.

A powder factory has been established near Halifax, N. S., calculated to produce half a ton a day. A short time since the drying house in which was a ton of powder blew up.

A district Army Contractor in the States has recently been sentenced to a fine of \$3,000, and 2 years imprisonment for delivering an inferior article of haversacks.

The *Globe* says, at the Examination of the Training School last week, 28 Female and 6 Male Pupils presented themselves for examination. None were examined for first class Licenses.

A writer in the London Field says there is not a toad, frog, snake or reptile of any kind in Newfoundland.

The *Times*, in its great review of 1863, notices with regret that the health of the Queen is not so satisfactory as to strengthen the hope that she will emerge into public life as rapidly as was recently expected.

The coffin of the King of Denmark weighed 3000 pounds. It took thirty men an hour and a quarter to get it down the grand staircase. There were 20,000 or 30,000 men in the funeral procession.

The Potomac is frozen over from Washington to Alexandria for the first time in seven years.

The swiftest stampbox ever built is said to be the Mary Powell, running between New York and Poughkeepsie. She lately made the run between the two cities at the rate of 25 miles an hour, running time.

Bishop McCloskey, it is thought, will succeed Archbishop Hughes.

The loss of life on the French railways is only one in seven millions of passengers.

A dealer in figures says that there are 336,000,000 deaths, 412,500,000 births and 83,300,000 marriages in the world annually.

The receipts from the late annual sale of pews in Rev. H. W. Beecher's church were \$30,000, \$5,000 larger than the President's salary.

By the return of the Nova Scotia Gold Commissioner, it appears that the yield of gold for the year ending Dec. 31, 1863, from the various Nova Scotia Gold Districts, was 13,901 ozs. 17 dwts. 3 grs.

The last census of Massachusetts shows that there are over 27,000 British Americans in that State.

The largest locomotive in the United States is that of the Philadelphia and Reading Railroad Company. It has twelve driving wheels, and weighs more than one hundred thousand pounds.

One of the German Kings wanted his army instructed in the use of the Armstrong gun, so he got one, but he was obliged to ask leave of the next King to have the target put up in his kingdom, his own not being big enough for the Armstrong range.

Colonial News.