

TERMS of the Carleton Sentinel per annum, \$1.80, cash payment in advance. \$2 if paid within 6 mos. Clubs of 12, \$15, and to the sender of the club.
At or immediately before the end of each annual year, bills will be forwarded to subscribers, and such bills may be regarded as an intimation that unless immediately attended to the paper will be stopped, and proper steps taken to recover the amount of \$3, which is the price when not paid within the year.
Advertisements must be handed in on Thursday.

The Carleton Sentinel.

SATURDAY, FEBRUARY 20, 1864.

ERRATA.—The account published on our first page is headed "Town Account"—it should be "County Account."

Opening of the Legislature.

FREDERICTON, Feb. 16th, 1864.
On this day the Legislature was formally opened, the usual pomp and ceremony prevailed, and more than the usual display of popular curiosity. Within the bar of the Legislative Council Chamber the space was densely filled by representatives of the Empire, the Army and by Ladies—the beauty and the fashion, &c. Indeed, so great was the delightful crowd of the latter that the grave members of the Upper House were nearly jostled out of their places, and were scarcely to be seen amid the gay and festive display of velvets, plumes and ermine.

Why is this growing curiosity? Whence this sensitiveness on the score of being present at the opening, which pervades all classes in Fredericton? Is it that Miss Mayhew wishes to see what kind of clothes Miss Carnation wears; is it in order to an enjoyment of that feeling which the gentler sex is subject to beneath the glance of eyes from stalwart sons of Mars? It is surely not to listen to the speech, for nine-tenths of the men who attend have not that object in view, much less can we expect that the ladies have. However, so it is, and soon, unless the dimensions of the Hall are added to, we may suppose it will come to that pass when the two branches will be represented alone by the President and Speaker, the ladies doing the rest, and when His Excellency may be supposed to address them.

Mr. President and Hon. Ladies of the New Brunswick upper ten: Mr. Speaker, and female relatives of the great unwashed, &c., &c. Well, at this opening there was a great display of ladies and military men; there were in attendance the band of the 15th Regt., and a Volunteer band. The escort was composed of members of the Dragoons, and the guard of honor of the Rifle companies of Fredericton. The speech is below; read it for yourselves, and comment as you like. The address in reply, we do not publish it, is a mere echo; this latter was moved, in the Upper House, by Hon. Mr. Wark seconded by Hon. Mr. Minchin; below, it was moved by Mr. Stevens of Charlotte seconded by Mr. Ferris of Queens. Apart from the appointment of committees there was no business done in either House on this day. In the Assembly, Mr. Stevens tried to get a committee appointed to make arrangements for having Reports of the speeches made and published, and out of this came up the annual talk about the French debates, during which Mr. W. J. Gilbert spoke of the inattention to the claims of the French population as evinced, among other things, by their not having a single representative in the Upper House. The whole matter was squelched (classically) by a large majority. By the way, the attendance of reporters here is unusually large, most of the outsiders are strangers to me. With pleasure we notice Mr. Armstrong of the Globe and Mr. Howe of the Colonial Times. There has been the largest attendance of members at this opening that we have ever seen on a similar occasion. Nearly all the hon. members of the Legislative Council are present.

SPEECH.

Mr. President and Hon. Gentlemen of the Legislative Council.
Mr. Speaker and Gentlemen of the House of Assembly.

It affords me satisfaction again to meet you assembled in Parliament.
Your addresses to the Queen on the occasion of the marriage of His Royal Highness the Prince of Wales, have been laid at the foot of the Throne, and Her Majesty has been pleased to receive very graciously your dutiful expressions of congratulation. In the joy in which the nation at large has lately hailed the birth of the young Prince, I am confident that the people of this Province have fully participated.

The civil war in the United States has not yet ceased, nor has it assumed a less sanguinary or destructive character. That the blessing of peace may speedily be restored to that country is, I feel well assured, your earnest hope and desire as it is my own.

I have received a communication from the Administrator of the Government of Nova Scotia on the subject of the Legislative and Administrative Union of the Provinces of New Brunswick, Nova Scotia and Prince Edward Island. I have directed this communication to be laid before you, and I entertain no doubts that its contents will receive from you that attentive consideration which their importance demand.
The correspondence which has taken place on the subject of the Intercolonial Railway since the close of the last session, entitled "A Bill relating to certain exemptions from duty at the Port of St. Stephen." It is with satisfaction that I am enabled to inform you that Her Majesty has been pleased to confirm this bill, which has consequently become law. I have directed the correspondence on this subject to be laid before you.

I recommend you to consider whether provision might not advantageously be made for the winding up in certain cases of Trade Corporations and Joint Stock Companies. I desire to call your attention to the existing state of the law relating to steam navigation, and you will, no doubt, consider whether it may not be so amended as to afford greater security to life and property. The deposits in the St. John Saving Bank had, at the close of the fiscal year, fully reached the amount now authorized by law, and for a time the trustees of that institution were compelled to refuse to receive any additional sums. It is worthy of your consideration whether, without loss to the public revenue, increased facilities may not be afforded to the industrious classes for availing themselves of this mode of investment for their earnings.

The freight traffic on the Provincial Railroad has steadily increased in amount, and great difficulties and expense now attend the delivery of lumber and other bulky goods which have been conveyed to St. John by its means. I recommend you to reconsider whether these inconveniences might not be surmounted by prolonging the railway to a terminus in close proximity with the deep water of the harbour of St. John.

Measures for the amendment of some portions of the Criminal Law will shortly be submitted to you. I have continued to give my attention to the reorganization of the Provincial Militia. The task has been attended with many difficulties but on the whole I am not dissatisfied with the result. The conduct of those who have gratuitously aided me in this work, whether as officers of Militia or as members of Volunteer Companies, demands my warmest acknowledgments. The report of the Adj. Gen. of Militia will be immediately laid before you.

Mr. Speaker and Gentlemen of the House of Assembly.

The estimates for the current year have been framed with a strict regard to economy, but not without due reference to the exigencies of the public service; they will shortly be laid before you, together with the accounts of the income and expenditure of the past year. I rejoice to be enabled to inform you, not only that during that period, the expenditure fell within the estimated amount, but that the income exceeded the disbursements and was in excess of that ever received in any previous year.

Mr. President and Hon. Gentlemen of the Legislative Council.

Mr. Speaker and Gentlemen of the House of Assembly.

I rejoice to be able to speak of the general condition of the Province with satisfaction and confidence. Commerce has revived and is flourishing, agriculture has been successfully followed, the coast and river fisheries are still remunerative, and I trust measures adopted by you for their protection during the last session will, if strictly carried out, avert the gradual but certain extinction with which they were at one time threatened.

I have reason to hope that some increased attention has been paid to the Mineral Wealth of the Province. Ample room is, however, still left for further exertion in connection with this branch of our resources. During the recess I directed a Report on the Mines and Minerals of New Brunswick to be prepared. The Report will shortly be laid before you.

Great activity prevails in our Ship Yards, and this important branch of industry has, during the past year, been most vigorously and successfully prosecuted.

During the course of the Summer and Autumn I visited various localities in the Province where I had not previously been, and there are now but few Parishes in the Province with the appearance of which I am not in some degree acquainted. Everywhere I have found a loyal and contented population, who have on all occasions given a cordial and hearty welcome to the Representative of their Sovereign. My residence in this Province has endeared New Brunswick and its people to me, and must ever cause me to entertain a deep and lasting personal interest in its future prosperity and welfare.

I rest assured that your deliberations will tend to the advancement of the public good; and I rejoice to reflect that the condition of the Province is such as to enable you to devote your calm attention to the questions which may come under your consideration, undisturbed by the passions of popular turbulence and untroubled by the animosities and bitterness of party faction.

Railway Meeting.

A gratifying evidence that the people of this County are alive to the importance of the railway movement, was given on Saturday last, at the public meeting, when a large and enthusiastic audience, comprising representatives from all parts of the County, was assembled. Anthony Kearney, Esq., Warden of the County, was called to the Chair, and James Edgar, Esq., appointed Secretary. The meeting having been, thus organized, the Secretary read copies of letters and telegrams which had passed between himself, as Secretary of the provisional committee, and D. B. Stevens, Esq., Secretary of the general committee at St. John.

Hon. C. Perley, M. L. C., moved the first resolution, which was seconded by G. W. Boyer, Esq., of Wakefield.

Hon. Mr. Perley said, the necessity for immediate extension of our provincial railway, which, as yet, only connected a brick yard with an oyster bed, was very evident; our road was not paying expenses, nor could it be expected to do so until the correct policy, of running it up through the country, was pursued. He hoped that a successful effort would be made to have this western extension, via the Douglas Valley, connecting St. Andrews and Woodstock with the United States, prosecuted. The effect of the completion of the St. Andrews road to its present terminus had been favorable to Houlton but disastrous to Woodstock, as it merely touched the County, draining away our resources without improving our trade. But a small portion of the land, provided by law, to be guaranteed the St. Andrews Company, had, as yet, been granted and he, certainly, hoped no more would be granted until the letter of the law was carried out, and the branch to St. Stephen and Woodstock completed. It was desirable that the Government should be fully impressed with our necessities, and that the Province should be benefited from the St. Andrews road, built, largely, by provincial money. Was this fair? he contended not. The Government might not be disposed to do anything in this matter, until the fate of the Intercolonial road was fully decided, but he was satisfied that the Government had the interest of the Province at heart, and was disposed to do all it could to advance that interest. The resolution passed unanimously.

Hon. C. Connell moved the second resolution. He expressed pleasure at meeting so many persons interested in the important subject now being discussed. He reviewed, briefly, the history of the St. Andrews road from its origin. While he had no doubt that if that road had been brought in to the river here, it would have been greatly to our advantage, he did not think all the evils to which we were at present subject, attributable to a want of a railroad; but the present depression was owing rather to the troubles existing over the borders. He referred to St. John, and the fact that that city was now kept up by her manufactures and shipbuilding. We wanted railways, and that, which was a necessity of the age, and without which no country could prosper, in order more fully to develop the resources of the County; where we have now one Iron Works, we might then have a dozen of them; each of which would be an advantage to the County with the one now existing. The gross earnings of the St. John and Shediac road last year were \$60,000; those of the St. Andrews road \$40,000; if St. Stephen's and Woodstock were connected with the latter, the receipts would, certainly, have been double that amount. He had been told by a gentleman who understood the matter, and was capable of forming a correct opinion, that there would be fifty millions of shingles made on the river above Woodstock the present winter; this, too, while the eastern side of the river is scarcely settled, and where shingle lumber grows in abundance; this, he said, would of itself, be an important item for consideration, and prove a most productive one if we had connection with Calais or Bangor, which two markets had, always, held the trade with the western States and the ports of the Mediterranean for small lumber; a trade which St. John had never enjoyed, why, he was at a loss to understand. He did not think the Government was tied down by the resolution of last winter. Canada had refused to carry out the scheme, and the mere probability of there being a change of Government, in Canada, and a revival of the policy, with respect to the Intercolonial Road, of the present Government, should not influence us. There may be, as some suppose, a change of Government in this Province, but he did not think so, and should be sorry that such should be the case, or that anything should occur to interfere with the carrying out of this proposed scheme. He argued that the Government should negotiate with the St. Andrews Company, and ascertain what its legal position is; whether it is dead, or whether it has any legal rights, in order that it may be made to know its proper position. He believed one-half of the land had, already, been granted, but perhaps no further grants would be made. The object of this meeting was to instruct our representatives and he maintained it to be their duty to press this matter, in connection with the terms of his resolution, not respecting the interests of this or that man, or this or that Government. Our Country should not stand still merely because the Government is not ready. The time had come when the people should speak out in this matter and be heard.

Stephen Smith, Esq., M. D., seconded the motion—he said, that not only were Railroads a necessity but St. John seemed at last to have become aware of the fact, and of the necessity of a railroad connection with the finer agricultural counties of the Province. So, we had at last, he said, become aware that we are too far away from a market, and now learn that by a very small, comparative, expenditure, five inland counties, all of them holding prominent positions, on account of their agricultural, mineral or other industrial resources, can be put in direct communication with the seaboard, and with the markets of our own Province and the United States. The necessity for a trunk line was evident; the most desirable route appeared to be the Douglas Valley. A branch to Woodstock had, as well, become a necessity as Woodstock was the centre of trade, for the whole County, which, through her, would seek a channel of transmission over the railroad. He had been surprised lately on learning some facts connected with the trade of this County, from statistics which he had examined, from which it would appear that business to the amount of \$80,000 might be expected to accrue to the railroad through a branch to Woodstock. He had much pleasure in seconding the resolution, which passed unanimously.

Lieut. Col. Baird moved the third resolution. He said, it was impossible properly to estimate the importance of a railroad to a country as the trade, where such existed, was continually increasing—He instanced the improvement of the country through which the St. Andrews road passed as shewing the natural results of such works. A little while since and between here and St. Andrews was a continuous wilderness; now it is almost a continued village. A railroad, to Woodstock, would agitate and increase the trade of the whole County, while the Town itself would increase wondrously in commerce and manufactures. A railway through a country is like a river. As the first settlements are always along the banks of the river so, the country along the course of a railroad, is eagerly sought by settlers. A river runs slow, the people on its banks and their trade are apt to partake of this characteristic, while along the railroad business naturally becomes faster—more progressive. Mr. Baird here proceeded to read some statistics which he had prepared, to show the amount of traffic which this County could give the railroad.

For Export from Woodstock.
Freight to Station. Station to St. A.
Iron, 3,000 tons \$3,000 00 \$6,000 00
Hay, 7,000 " 13,000 00 35,000 00
Barley, 4,000 bushels 80 00 160 00
Oats, 100,000 " 2,000 00 4,000 00
Buck wheat meal, 4,000 blis. 800 00 800 00
Butter, 30,000 bushels 1,000 00 2,000 00
Shingles, 40,000 lbs 40 00 40 00
Ship keels, 24,000 00 20,000 00
Recapitulation:—
Cost of transportation to Station \$55,586 00
Thence to St. Andrews 75,000 00
\$130,586 00
Sawn lumber, Laths, Clophboards, Hoops, Poles, saved Fencing, &c., at least one quarter of above total \$5,408 50
1,000 cattle 2,000 00
2,000 sheep 2,000 00
\$17,408 50
The above, said Mr. B. is considered an underestimate of freight that is now being sent from this County by various means of transport. Mr. Burpee's estimate from a superficial glance of the route from DeLec's to Woodstock, places the amount of the cost of Railway to connect with Woodstock, including rolling stock, at \$8,000 per mile; the traffic, therefore, of one year would be nearly sufficient to build the road.
(Hon. Mr. Perley here rose to say that Mr. Connell had been in error respecting the item of shingles. Fifty millions would be made this winter above the Grand Falls.)
Col. Baird resumed; beside the stimulating effect a railroad would have upon existing business, it would open up new sources of speculation and trade, and he referred, among other things, to the fact that then we would be enabled to find a market not only for our sawn lumber but for even the underbrush, in the shape of hoop poles and bushes for transplanting. In his opinion the Government should purchase the St. Andrews road; if, now, that road pays expenses, under the present management when, from some cause or other, it certainly was not as productive as it might be, how would it be under the management of Government, with all the facilities and appliances necessary to take advantage of every opportunity for increasing its resources; the returns arising from the lands and lumber through which the road passes would be immense. What County, he asked, had done more for the provincial revenues than Carleton. A lumbering County, her consumption of dutiable articles, in the past, has been very large, in this respect the Province derives more benefit from the lumbering than the agricultural interest. These various considerations seemed to render it, clearly, the duty of the Legislature and Government immediately to enter upon the accomplishment of this scheme. He expected that our own representatives, who had been said that legislation was a science, he did not understand it, but there was a way of getting it; if our representatives understood the science and failed to use the keys, the ones of failure would be upon them. The reports of their doings would be anxiously looked for and commented upon, and he certainly hoped that, through their exertions, Woodstock would receive this railroad connection now so much desired.

John Fisher, Esq., of Woodbank, seconded this resolution. He might have prepared statistics which would have proved, abundantly, the advantage which the agriculturalists of the County would derive from a connection by rail with St. John. He would content himself with a few facts. He found by reference to the Customs returns of last year, that we imported \$1,900,000 worth of agricultural produce, including 126,000 bushels of potatoes, from Nova Scotia; most of this we might have produced just as well and not did we have a railroad. The only article which we could not supply was wheat flour. He was satisfied this County could produce three-sevenths more than it does from the same breadth of land, he formed this conclusion from his own personal experience. There was nothing, now, to encourage the farmers to increase their products as, in ordinary seasons, not command a reasonable price. The farmer in the old country who paid from twenty to fifty shillings an acre rent for his land, was really better off than the farmer here, who got his land for nothing. He referred to the system which prevails here, of doing business by barter and truck instead of cash, as one injurious in the extreme. With a railroad connection with suitable markets Carleton County must become one of the finest districts in the world; the very formation of the country warranted this opinion. St. John now entirely depends upon foreign markets for her supplies; last year she imported 68,000 bushels of oats, 6,000 bushels of barley and malt, 800 head of cattle, 6,000 sheep and lambs. Why, said Mr. Fisher, you talk about our lifeline; all the Americans have to do is to blockade the port of St. John and we would very soon be starved out.

L. P. Fisher, Esq., moved the next resolution. After some humorous remarks he said, that his friend Col. Baird, had, he thought, sufficiently proved that a branch railroad from Woodstock would pay. There was contained in one of the communications, from St. John, a remarkable sentiment, and one which clearly proved the animus by which the people of St. John were actuated. What St. John wanted, evidently, was that this County should "go it blind" for the main road and they, in return, would favor the branches. They want us to sign their petitions, unanimously, to get the line they want, but they will not consent to make the branches part and parcel of the proposition. They were, he feared, playing double with us and getting their desires, Carleton might whistle for her share of the road. What he wanted was that our representatives be instructed not by word, or vote, to favor any railway measure which does not include the commencing simultaneously the branch to Woodstock, with the main line. It was useless to talk if our members allowed themselves to be "led by the ear" by Government or private members, or to be affected by the tricky and log rolling which prevailed in our Legislature. Give us a railroad and we would soon expel the produce of Nova Scotia and Prince Edward Island from our markets. We have too long belittled ourselves, and allowed ourselves to be made subservient to the advancement of others to the neglect of our own interests. His remarks had been general, and not properly such as arose out of the resolution which he moved.

H. E. Diblee, Esq., seconded the motion.
Norris Best, Esq., understood Mr. Fisher as reflecting upon the Committee, in his remarks, and proceeded to explain that in a previous resolution the views of Mr. Fisher had been embodied. He said the question of railroad extension was the question of the day. It was one upon which all classes and parties agreed, and was therefore divested entirely of political bias or party influences. It was a question in which the in's were agreed and the out's united; on this point and patriots can agree, for all will be equally benefitted. For the past quarter of a century the history of railroads has been the history of civilization, and upon their extension here, our future, material progress depends.

After a retort by L. P. Fisher, Esq., the motion was carried unanimously.
R. A. Hay, Esq., moved the next resolution.—He spoke briefly, dwelling upon the selfishness of St. John, and the slight opinion entertained by her people of other parts of the Province, particularly up-river. And referred to the present meeting, as a representation of the whole County.—Carleton, he said, was a small County but as intelligent, and as strong, or stronger, claims upon the Province, as any County in it. Woodstock had improved and grown wonderfully in a few years, but now, by the effect of the local position of the terminus of the St. Andrews road, property was deteriorating in value, and so must continue, unless the evil be remedied. The St. Andrews road, now, just taps the County drawing off our trade without benefiting us. He said our representatives were men of sterling worth, and he doubted not they would do all that could be done in this matter.

Mr. T. W. Longstaff seconded the motion, which was passed unanimously.
The resolutions were, now, all disposed of, and Messrs. Munroe and Lindsay each addressed the meeting, but the darkness of the hour prevented us taking notes. However, it is sufficient to say that our representatives fairly pledged themselves to the views of the meeting, as expressed in these resolutions. The meeting now adjourned.

We must add that Lieut. Col. Tupper, and the other members of the provisional Committee, deserve the thanks of the community for the manner in which they have fulfilled their duty.

RESOLUTIONS.
Whereas a movement has originated in St. John, and is spreading to various other portions of the Province, for an extension of our Railway system; and whereas it is desirable that the people of the County of Carleton should give an expression to their opinion on the matter, and as to the nature and route of such extension, therefore:
1st.—Resolved, That in the opinion of this meeting, it is exceedingly desirable that the Province should undertake an extension of our Railway system.
2nd.—Resolved, That in view of the large expenditure which has been made by the Province in the construction of the St. John and Shediac portion of the European and North American Railway, which has proved advantageous alone to the northern and southern sections of the Province, while the western portion has equally contributed to such expenditure, and as yet has not participated in any of its advantages: That it is the opinion of this meeting, in view of the beneficial results that may be confidently expected from the early commencement and completion of an extension of the present Railway from St. John, connecting with the St. Andrews and Quebec Railway and Land Company's Line, with branches or extensions connecting with Fredericton, St. Stephen and the Town of Woodstock, and the work of construction commenced and carried on simultaneously on all of these lines, that the representatives from this County urge upon the Legislature the immense advantages that would accrue to the commercial and agricultural interests of this Province, and especially to the Western section, and to give their support to such measure, and to be well calculated to secure the completion of the important public work, thus securing an outlet for the trade and opening up the lands of one of the richest sections of the Province, and securing an easy connection with American Lines.

3rd.—Resolved, That in the opinion of this meeting, the branch to Woodstock, both on account of the extent and importance of the traffic which it would draw to the line, and on justice to this County, should be an indispensable part of the extension scheme, and should be so regarded by our representatives in the Legislature.
4th.—Resolved, That a committee be appointed, with power to add to its number, to watch the progress of the scheme, with a view to the care of the interests of the County of Carleton, with authority to call another public meeting in this place, if deemed necessary, and to take all proper steps to further the views expressed in these resolutions.

5th.—Resolved, That copies of the proceedings of this meeting be presented to David Munroe, Esq., M. P. P., at St. John, N. B., and to Mr. P. P., and also to Hon. C. Perley, M. L. C., and the various Railway Extension Committees in other parts of the Province.

The following gentlemen were appointed a Committee, under the 4th resolution: Mayor Fisher, Lieut. Col. Tupper, Lieut. Col. Baird, H. E. Diblee, C. Connell, G. W. Boyer and Norris Best, Esq.
The lecture, by Rev. Mr. Bleakney, advertised for last Tuesday evening, was postponed on account of the Bible Society's meeting being held on that night. The lecture will be delivered next Tuesday evening, Orange Hall, commencing at 7 1/2 o'clock.
The lecture of the Rev. Mr. McLardy, in the Rifle course, was postponed, owing to the storm until next Wednesday evening.

The Rev. William Johnson, A. M. Deputy from the Irish Presbyterian Church to the Presbyterian Church of New Brunswick, will preach, (D. V.) at the Orange Hall, on Sabbath afternoon next at 3 P. M. A collection for the Home Mission will be taken up.

Travelling has been almost entirely suspended during a part of this week, on account of the very heavy storm which prevailed on Wednesday.

Carleton Auxiliary of the Bible Society.
A very effective sermon, on behalf of the above Society, was preached by Rev. Mr. McLardy, in the basement of the new Wesleyan Chapel, in the town on Monday evening last.

On the following, Tuesday, evening, in the same place, the regular annual meeting of the same Society was held. Mr. Daniel J. Day occupied the chair. The Secretary, L. P. Fisher, Esq., read a very able and satisfactory report of the Society's operations for the past year. After the reading, and adoption, of the Report, pertinent and interesting remarks were made by the following gentlemen: Rev. Messrs. Wilson, Bleakney, Glass and McLardy. We were sorry to notice, on both the evening's referred to, but very small audiences.

Woodstock Railroad.
The Railway Bill which has been prepared to be submitted to the Legislature of Maine, at Augusta, provides in its third section for the building, by the Americans, of a branch to Woodstock provided the Provincial Government will permit them. This is simply a recognition on the part of the Americans of the importance of reaching the river St. John in order to intercept the up river trade.

EDITORIAL ITEMS.
MERIT REWARDED.—We are pleased to observe that Lieut. George Strickland has been promoted to the Captaincy of the Woodstock Rifles, and that Ensign John Fisher takes a step upwards into the Lieutenantcy.

The men of a colored regiment at Quincy Ill., are such a big footed set that no shoes could be found large enough for them. The sizes ranged from 10's to 20's.

The Portland Transcript says, The Judiciary Committee of the Legislature will report in favor of allowing the soldiers to vote for President next fall.—The boys have a right to a voice in that matter.

The exportation of coal from the United States to Canada has been forbidden.

Denmark's army is about 40,000 men.

Chas. F. Browne, better known as Artemus Ward, is sick almost unto death, at Great Salt Lake City.

Where's Barnum?—The Fredericton City Council would prove a mine of wealth to an enterprising show man,—that of the city of St. John ain't far behind.

There are 40,000 dogs in Massachusetts.

Photograph likenesses are now transferred to china, and thus whole families may be gathered round the table, though separated by death or distance.

English papers, in connection with a report that Lord Lyons is suffering from ill health, speak of his lordship's recall from Washington as probable.

A new hotel has been opened at No. 163, Duke Street, Liverpool, called "The New Brunswick Street and Commercial Hotel." It is especially intended for the accommodation of New Brunswickers.

Brigham Young, is a more powerful ruler in his way than the King of Ashantee. He can have as many wives as he wants, while, according to an English tourist, His Ashantee Majesty, poor fellow is absolutely limited to 3333.

Colonial News.
"Who shall decide when Doctors disagree. And soundest enthusiasts doubt—like you and me." Of the five judges who constitute the Supreme Court of New Brunswick, three have decided that His Excellency the Lieut. Governor is not liable to pay taxes on his income in New Brunswick; and two have affirmed the contrary. The majority is composed of His Honor the Chief Justice and the Hon. Judges Robert and Neville Parker; the Hon. Judge Wilnot and Ritchie voted in the minority.

Since writing the above we learn that His Excellency, in view of the inconvenience which would arise in Fredericton from the non-payment of a sum involved in the last year's taxation, has instructed his Lawyer to pay over the whole amount to the City. This is just what we expected.—Reporter.

Before the Marquis of Normandy left Nova Scotia, he caused the Clerk of the Executive Council to place on the minutes of the Council a memorandum expressive of his dislike of the sweeping changes of office holders made by the Government, for political purposes. He also wrote to the Duke of Newcastle, stating that he had opposed the principle as far as was in his power. The Duke of Newcastle commended his course in this respect. The Nova Scotia Government, however, prepared and sent home, a document to show that the marquis was unfair, that he had not properly investigated the facts, and they throw upon their predecessors in office (aided by His Lordship) the blame, for inaugurating the principle in Nova Scotia.

JEWISH MARRIAGE.—Yesterday afternoon a marriage, which excited considerable interest amongst the Jewish portion of the community, took place in the synagogue, Saint Constant Street. The bride was Miss Clara L. Moss, of this city, the bridegroom, Mr. Andrew M. Davies, merchant, New York. The synagogue was filled with parties admitted by ticket, and a crowd thronged the steps, and immediately in front of the building. The synagogue was decorated with a white silk curtain hung over the ark, which contained the law. The pulpit and reading desk were also covered with white embroidered silk. The ceremony was preceded by afternoon prayers by Rev. Mr. Isaacs, who then pronounced at considerable length, the benediction for the bride and bridegroom. The marriage contract was read by Rev. Mr. Fass. The bridegroom having placed a ring on the finger of the bride, both of them tasted the marriage wine, as publicly sealing the contract. According to Jewish custom, the bride then broke the glass to pieces upon the floor, an act emblematic of sorrow in the midst of joy. The bride presents appear to have been numerous and costly, several of them being manufactured by Mr. Hendry, of Craig Street, and in the evening a hall—at which, it is stated, more than 300 were present—was given at the Donegana Hotel.—Montreal Witness.

American News.
BANGOR, Feb. 12th.
Tribune says London correspondent states six Confederate war steamers are now in the Chinese seas, fitted out in England, under Sherrard Osburne, an English naval captain and officers and men were recruited from the British navy.

They were under contract to Chinese Government, but on reaching China a disagreement arose and the vessels, officers and all were turned over to the Southern Confederates, funds for the same having been provided in part by the sale of Confederate rans on the Clyde. Thought probable this fleet may attack San Francisco.

The Raleigh Progress and Salem N. C. Press denounce Jeff. Davis despotism in the roughest terms, and assert that North Carolina will never submit to it.

Gen. Duffie sent after guerrillas in West Virginia, who destroyed gunboat Levi and captured Gen. Seaman, reports success in overtaking and capturing them. Guerrilla bands reported out in large numbers looking after campfires.

Arrival from Charleston reports blockade runner grounded during fog on 7th destroyed by Federal gunboats. Expedition left Port Royal, S.C., on 6th inst. consisting of three brigades and light battery; landed, 8th, without casualties at Jacksonville and would push on to Tallahassee.

Gen. Gilmore sailed, 8th, to join expedition. British War Steamer "Petrel" arrived off Charleston Bar, 5th, with dispatches for Confederate Secretary of War, requesting permission to communicate with British Consul at Savannah. Application refused.

Times Hiltion Head letter says, a blockade runner sunk off Charleston, had cargo of iron plates and other material for the construction of iron clads, and carried 4 guns. Confederates could remove nothing, on account of heavy fire from the Federal guns.

Savannah refugees report Beauregard has his headquarters there, anticipating an attack on the place. 8000 troops are quartered round the city. 150 torpedoes ready to float down the river. Georgia regiments had mutilated on account of short rations.

World's island has a report that 4000 troops were landed at Yonkey Island near Charleston, in rear of Confederate batteries.

Knnoxville reports represent the garrison suffering from small pox; also scarcity of rations.

BANGOR, Feb. 15th.
Richmond papers report the escape of one hundred and nine Federal prisoners from Libby Prison by tunnelling. Four were captured.
Among escaped are: Col. Stoughton, Col. Tiffin, Major Harvey and Col. Rogers.

Not known whether they get clear of Confederate lines. Transports and gunboats with Porter's and Sherman's expedition were attacked on Yazoo River by three thousand Texans.—Enemy was driven off.

Deserters arriving at Little Rock already filling two regiments.

Expedition through Tennessee Counties bordering on Kentucky, killed thirty-three and captured sixty guerrillas.

Party of guerrillas or thieves captured a train from Baltimore, near Harper's Ferry, robbing passengers of about three thousand dollars, besides jewelry.

LATER.
Gen. Sherman entered Jackson Mass., on 5th, little resistance offered. Yazoo City also occupied. Federals have thus obtained possession of free foraging country.

Heard's despatch gives reports in military circles that Beauregard's Army at Charleston are being sent to other points, probably Mobile, Atlanta and Knoxville.

Richmond Enquirer denounces Virginia Legislature's attempted interference with Gen. Butler's outlawry in order to effect exchanges of prisoners.

Chattanooga despatch says there was great affray in Johnston's Army Edward was killed. This was a mass to be conscripted and were placed under guard of 3rd Alabama. Several officers of the former fired revolvers into the latter Regt., killing and wounding 42; both Regts. broke in disorder.

BANGOR, Feb. 16.
Chattanooga despatch says Smith's and Grierson's columns are intended to attack and cut off Polk's retreat and disperse Forrest's Cavalry now scouring Central and Northern Mississippi, and a great flank movement on Johnston's army is intended.

Army at Chattanooga under marching orders for Tunnel Hill and Dalton. Entire line of Memphis and Charleston Railroad evacuated 13th, held for months merely to give Smith's Expedition good start.

Four more blockade runners destroyed.—Nottulid, a new paddle wheel, 400 tons, sailed from London. This was a double screw iron fast steamer, London built. Fanny and Jenny sailed from Halifax, and Emily, new screw steamer built at London last fall. Gold cleared at 161 1/4.

THE ALABAMA.—English papers publish from the Java Times a lengthy report of the capture by the Alabama of two American merchant vessels, the Amanda, 600 tons, of Bangor, (Me.), and the Winged Acher, 1800 tons, laden with sugar and hemp. The Java Times states the Alabama captured the yllco proceeded within hailing distance of the Amanda, carrying the British flag, and as a British war vessel sent a crew to her. When they were alongside the Confederate flag was hoisted on the Alabama.

The Lieutenant, on coming aboard the Amanda, ordered the master and mate to accompany him to the cruiser, and to bring with them the British papers and other documents. They were then conducted before Captain Semmes, who, after perusing the papers, pronounced the Amanda to be the legally captured prize of the Alabama. Hereafter they were sent back to their own ship, and with the rest of the crew were ordered to leave the ship.

At midnight, when the bedding of the crew was cut up in small pieces, laid over the hold, and set on fire. The men were then, almost suffocated, sent on board the Alabama, and placed below in irons, with the exception of one man, who was sick.

The Alabama subsequently proceeded in company with some British ships flying the British flag, and with some flag ships flying the British flag, and with that flag