

old so, did you ever communicate it to your colleagues on the river St. John?

He would put another question to Mr. Tilley— "Is it right for you, knowing as I believe you do that the railway will go by the North Shore, to mount the rostrum in Fredericton and endeavor to make the people believe that the railway is coming near that city? Or is it right for you, wherever you lecture, to deliver the same stereotyped remarks, wondering at the slowness of the people, and saying, if there is one place to be benefited more than another, it is the very place where you happen to lecture, whether it be York, Westmorland, Queen's or King's?"

Mr. H. then proceeded to give his reasons for believing that this railroad would never come near Fredericton.

The route would have to be settled by the Confederation. Mr. Tilley knew as well as any other man in the Province that Nova Scotia was always the province of the port of St. John; that one half of the Government of New Brunswick, and the whole of Nova Scotia, were in favor of the Northern route; and that it was to the interest of Lower Canada to have the road as much in her own territory as possible. He (Mr. H.) was told by leading members of the Government in Quebec, in the autumn of 1854, that whenever that road was constructed, it would be by the North Shore. It was not probable it was left to the British Government, that it would have been located through the centre of the Province, as they would have had regard to the local traffic. There was the shipping port of Badouche, with its large steam mills; the port of Richibucto; the port of Miramichi; the port of Bathurst; and the port of Dalhousie—all shipping immense quantities of deals and other lumber. It was clear to his mind that Canada would be so identified with those Northern ports, with whom they now did a large business, that they would press this road by the North, though it cost even four or five million dollars more.

But he took another view of the case. Was it right for the Government to occupy this position, that while Mr. Tilley was on this side of the Province lecturing in favor of Confederation, and impressing the people with the idea that Confederation would build the railroad here, the Attorney General, the Surveyor General, and Mr. Mitchell were lecturing the counties at the North, and giving them every assurance that Confederation would secure the Inter-colonial to them? One or the other was deceiving the people.

Mr. Hatheway believes the Canal extension, at a cost of perhaps six million of dollars, is sure to follow Confederation. He believed Western Extension would never be, with Confederation, and would seem to regard the scheme of last winter as a delusion. With Confederation, Mr. Hatheway believes in an increase of taxation; an absorption by Canada of our wealth, and of all our enterprising and learned men; the loss of the British troops to Fredericton.

Confederation.

We now conclude the answers to our questions.

4.—We are assured by the Provincial Secretary that the Imperial Government does not know or care of circumstances which led to the proposed Confederation. From all we can learn it is not known that the Imperial Government suggested it, yet the interest which that Government evinces in it, an interest we believe stronger than would appear from the public documents, it is just possible that indirectly such a suggestion may have come from over the sea. We have no means of ascertaining whether the Imperial Government knew as to how far the Quebec Conference was in accordance with an expressed wish of the people unless Mr. Tilley's assurance mentioned above covers it. The Provincial Secretary positively states that England would not attempt to force Confederation upon us against our wishes, and she scarcely could if she would.

5.—This question involves an important item—taxation. We admit that on this point we have misunderstood the statements of the Provincial Secretary as he has been, on former occasions, reported. Mr. Tilley, in his speech has answered this question very plainly, very intelligently, and taking his financial estimates as correct, on which we certainly cannot throw any doubt, any further than arises from the possibility of their being a grave mistake made in what after all must be regarded as a great speculation, we believe him correct. But we long ago said that we regarded this subject of taxation as a mere secondary matter, and only to be viewed in the light of the general advantages or disadvantages of the scheme. If it puts a dollar extra into our pockets we can well afford to be taxed a mill extra. It is a fact that New Brunswick pays, now, more per head than Canada, Nova Scotia and P. E. Island, it is very clear that an assimilation of tariffs must give a large additional revenue to the General Government. True, Mr. Galt in Canada, Mr. Archibald in Nova Scotia, Mr. Smith in our own Province make their estimates put up differently from Mr. Tilley. Mr. Smith includes a very large amount, in his estimate, for Canal extension; this item is ignored by the other gentlemen mentioned because, as Mr. Tilley stated here, it is a subject for future legislation, and is not as the Inter-colonial railroad, absolutely provided for in the Report of Conference. The language of the Report or scheme is as follows:

The General Government shall secure without delay the completion of the Inter-colonial Railroad, from Rivière du Loup, through New Brunswick, to Nova Scotia.

The communications with the North-Western Territory, and the improvements required for the development of the trade of the Great West, with the seaboard, are regarded by this Conference as subjects of the highest importance to the Federated Provinces, and shall be prosecuted at the earliest possible period that the state of the finances will permit.

The protection we have in this matter is that any expenditure for Canal extension must be subject to legislation in the General Assembly, when our representatives will be heard. Whether this is sufficient protection or not will more properly be considered under another head. Apart from this item the difference in the several estimates referred to is not so very large. When men who have made figures their study differ, it would be vain for us to attempt to reconcile those differences; and to endeavor here to prove to our readers what the actual cost of Confederation will be, would be to darken counsel. While we have always thought that Mr. Tilley's estimates have been made too close, without sufficient margin being left to meet exigencies, which must of necessity attend the establishment and working of a General Government and Legislature for the new Confederation, we have quite as much confidence in his ability and honesty as in any of the other financiers. And our readers must determine for themselves, from a common sense view of the matter, and from their knowledge of the men, who is nearest right. Our own opinion is that there must be some increase of taxation over that of '63 for a time, at all events, but we are equally satisfied, we repeat, that the amount of taxes we will be called upon to pay should be viewed entirely in the light of the advantages we derive.

The 6th question we discussed to some extent in our answer to the first. The relation of the General to the Local Governments, and the absolute powers of each, is a matter of grave importance and, perhaps, the very best guarantee we have is the fact that this point with no doubt, receive the closest attention from English Ministers, and be properly guarded in the Bill which passes the Imperial Parliament. The question of State Sovereignty has had so much to do with the American war, that its very prominence may be expected to insure, for a similar question as relating to our proposed Confederation, the gravest consideration.

7.—We have failed to discover any cogent arguments against a Legislative Union. We have too much legislation now; will have more when Confederation. The Provincial Secretary advanced an argument we think in favor of Legislative Union when he told us that of all the bills passed last session, only seven were of a character to go to the General Legislature. Of what nature were the remainder? To a great extent such as should never have come before the Legislature, but just such as should be passed upon by local Municipalities. Of one thing we are satisfied from Mr. Tilley's remarks that is that the reports, which were at one time so current, that it was found at the Charlottetown Convention that a Legislative Union of the maritime Provinces was impracticable, were unfounded reports, for we understand it the Charlottetown Convention is still existing, its deliberations being in statu quo waiting for the result of the larger Convention. The extending of the powers of the Municipalities, and the more general establishment of them would at once remove the difficulty suggested by Mr. Tilley as occurring in the House of Commons, and provide for the efficient and proper disposal of local and private legislation. The great extent of territory would cease to be an objection when railroad communication brought the two extremes of the thus united Provinces within two days ride of each other. Nor can we see that there would be any more danger of local interests suffering on account of the preponderance of Canadian influence than under the proposed Confederation. The Provincial Secretary may be right in concluding a Federal Union is the safest, but surely it can not be the cheapest. We still favor a Union of the maritime Provinces, not only because of the benefits it would bring, but also of the evils it would remove. Being a dependency, and British Confederation being desirable, we would gladly agree to give up our local political institutions, have representation in the Imperial Parliament, and be deemed, in name, a part of the British Empire. It has been said that our Federation will be unlike that of the United States, and that the results which have attended or grown out of their form of government cannot attend ours. As we have before stated, our proposed Confederation is an experiment, and its success in these particulars can only be speculated on, scarcely assured. There is just this fact to be borne in mind, for whatever it is worth, viz, that men of all parties—Mr. Smith, Mr. Anglin, and a great many others, who hardly believe in Confederation now, as well as the strong advocates of the scheme, all profess to believe that a Union of some kind, at some time, is inevitable. If they are right; if we could see that a Political Union, of the lower Provinces, alone with Canada was inevitable, then we would say at once there can be no better time to unite than now.

8.—We always have regarded Free Trade between the Colonies as a correct principle. We want customers else we cannot have manufactures prosper in our Province. We cannot have profitable customers at a distance without proper facilities for getting to them. While an assimilation of Tariffs is necessary in order to the establishment of free trade, such an assimilation can hardly be accomplished when the several Provinces have distinct liabilities and, from surrounding circumstances, are liable to be affected differently by the condition of trade at particular times. We believe that Union would promote the more speedy accomplishment of the Inter-colonial railroad—giving us the customers. Without Union we cannot understand how the tariffs could be assimilated, nor has any attempt, we believe, been made to show it, therefore the conclusion is unavoidable, that Free Trade is desirable, and Union, Confederate or otherwise, necessary to its establishment.

9.—Confederation will not give us more men. It may, if Mr. Tilley is correct, insure the spending of more money, \$75,000, in the Province on local defence and training. The only argument however which has been advanced to our mind of any weight on this subject of defence, is, that the militia, from being controlled and thoroughly organized and fully recognized by England, might have a moral effect on those who might think of invading us. But we don't believe in the defence movement at all, because we cannot bring ourselves to believe that a Union in this country will occur between the United States and England, notwithstanding the fact that our defenses can be created, and our men drilled, as in an attack from Fenian or other less formidable invaders, which is, perhaps, the most to be feared, is concerned, we believe that the United States Government will not allow such demonstrations to be made upon us in force. And we confess we don't like the power to be given to the United States volunteers from one Province to the other, leaving some parts entirely ungarrisoned. In any emergency each Province will stand as ready to help the other, as did Nova Scotia at the time of the Aroostook war. I am sure, as we have often before said, that we don't like any proposition which will induce our people to leave the farm, the workshop, the shipyard, or the store, in which our whole population is needed, to play soldiers preparing for an imaginary foe.

10.—The route of the Inter-Colonial Railroad is the question which is the central and most important one, in many respects, to us. There is no County more immediately interested than this in having that road take the Central or Southern route, and while this route suits our selfishness, it likewise suits the general interests of the Province, because it will open up our best wilderness lands to settlement, and make St. John, what her position geographically fits her to be, a great entrepot of industry and commerce of the whole Province, forming that other river to carry our products to the sea. Hitherto, our opinion has been that when there were so many interests to consult, the probabilities were that the Northern route would be selected. And our suspicions have lately been strengthened from the fact, that the members of Government at the north, in their addresses on Confederation, have spoken of the railroad as an undertaking in which their constituents were greatly interested, and the accomplishment of which would greatly benefit them. New and important light has, within a very few days, undoubtedly been thrown upon this subject. Canada is now in a position to see the matter, will be interested in adopting the shortest and cheapest route, and, being in Confederation, the one presenting the most facilities for increasing the general revenue by the promotion of settlement and trade; therefore she will be interested in the Central and Valley route. Canada will be influenced by the opinion of the Imperial Government, which it has been supposed was adverse to any but the Northern route, but this idea certainly would appear to be exploded by the opinion of the late Duke of Newcastle as given by Mr. Tilley elsewhere, an opinion which is in accordance with all military experience; so that we now entertain less fears than we did before, and think that if we had no guarantee as to the route of the Inter-Colonial, the probability more than favors the Central and the junction with the Douglas Valley route. Besides we know that the engineers employed by Canada to explore a route, who have just accomplished their labor, acting under these instructions, did not go North at all, but merely surveyed the Central. And

those engineers have reported in very strong terms to the home Government in favor of the latter.

11.—We do not see that Confederation can affect western extension materially. If we can not get the latter with the present, but either in or out of union Canada should scarcely have it.

12.—We are glad Mr. Tilley takes higher ground than some of his coadjutors, who claim an opportunity as being Canada's necessity, which is a very bad doctrine. If the road goes centrally to benefit this whole province, we should be willing to pay one-fifth, or even one-third, of the cost, but we would say that if our interests were to be sacrificed we would say then, it is fair for Canada to provide for her own necessities.

13.—The inducements we have to offer settlers are not numerous. Still, good settlers do find their way here, and the lands of Carleton County on the opposite side of the river seem evidence ample of this. The chief objection they urge is the want of markets. This would we have no exalted opinion of our present inducements wherewith to invite agriculturists to settle here, those inducements can not be lessened at all events by Confederation and the railroad.

14.—The only guarantee given us against the control of Upper Canada is the representation of the maritime Provinces, being granted entirely than Upper Canada, will give them the balance of power. But, supposing Upper Canada and Nova Scotia to have interests in common, they two could control all the rest. We have, and can have, no guarantee as to how the interests of Lower Canada may run. Her inhabitants, liable to be affected by many circumstances which would not have influence with the others, would in many instances we can imagine place herself in antagonism to all the rest, and certainly in herself would be rather disposed to favor the Government than the mother country, and in that case we would not be merely the troops of a single Province, and subject only to the orders of the Commander-in-Chief of that Province, but we would be under the direct control of the great head; and should war assail any one Province, it would be again, as it was with Nova Scotia, when New Brunswick was engaged in the Aroostook troubles, each Province would by acclamation offer every man and every penny of her resources to aid her sister colony. Therefore, he argued, that so far as the matter of defence went, we could just as soon be the troops of the Imperial Government, and our own safety, out of Confederation as in it.

He admitted the fact that New Brunswick's credit did not stand so well in the English market as it had in former years, but argued that this was owing to force of circumstances over which we had no control; such as fluctuation in the money market; the neighboring Republic having assumed the position of a warlike people; and partly to the misconduct of our Government in not having provided suitable measures for the satisfying English capitalists, but we were willing to the extent of our power, to rectify these wrongs.

He had in former years, through the press, advocated the claims of the Volunteers, but had been met with scorn and contempt; but he believed that Mr. Tilley and his Government done their duty in this respect, the standing of the Province would be higher in Great Britain to-day than it was. He urged that instead of granting \$10,000 or \$20,000 a year for military purposes, our Government should give \$100,000 per annum.

Then, in an economical and industrial point of view, he failed to see the advantages to be conferred on the Province by Confederation. It seems to be the earnest aim, he said, of the advocates of the scheme, to prove New Brunswick a poor, mean, backward place, he could excuse this, but he could not carry out their views, extol Canada to the skies, but he must be a mean, contemptible creature indeed, who would deny his own country for the purpose of selfish, political aggrandizement. To refute the statement that the Province was retrograde, he went at some length into a comparison of the increase in population during the last ten years, agricultural productions, &c., between New Brunswick and her sister colonies, in each case showing a large balance in favor of our own Province.

Referring to the Inter-colonial railroad, he argued that the probabilities were all in favor of the northern route; because Nova Scotia was jealous of St. John, and would do all she could to take the road north; Lower Canada would favor the same route as it would open up so much of her territory; this influence, added to which will be the influence of our own representatives from the north, would, he thought, be sufficient to decide the route. If he had no other objection to the scheme he would say let New Brunswick never give up her veto power on the location of the railroad until that route was definitely established.

Mr. Edger argued that there must be an increase of taxation; the establishment of a General Government and Legislature, with the travelling and other expenses of members increased, Canal extension, &c., must naturally lead to an increase of our taxes. The resources left us for local purposes are not sufficient; and direct taxation to meet the deficiency must be the ultimate result.

Then, he contended, that so far as the credit of New Brunswick herself was concerned, she had more security to offer capitalists now than though she was a member of the Confederation, for, now, while we had all our resources and revenues, we offered as pledges, then, while the credit of the General Government was lessened by just as much as we had given of our resources to that General Government.

Mr. Edger took the ground that the delegates to the P. E. Island Convention should have attended to their allotted duty, and reported their doings to the Legislature; and should never have undertaken the Quebec Convention, and should have been guided by the people through their representatives in the Assembly. And he urged that the Conference had placed us in a wrong position towards the mother country; should the people decide against the scheme, the English people to lose confidence in our politicians.

In conclusion Mr. Edger said, he was, and for many years had been in favor of a Union of the Colonies; but he thought the present action in dissolving the House, and affording the people so short a time for consideration, was wrong in the extreme; it was asking them to take a step in the dark, a step, too, that could not be retraced. The Union, he thought, should be brought about by degrees; the first step should be a Legislative Union of the maritime Provinces.

The Hall was respectfully filled; and the lecture was listened to with marked attention. The strongest point Mr. Edger made, we think, was in regard to the route of the railroad. We must think Mr. Edger travelled wide of his subject, and did his case little good, when he so often left the question to others. At the close of the lecture, Mr. John Leary rose and requested that Col. Baird be allowed to offer some remarks in reply; there was some little confusion created, during which Col. Baird rose and said, that he came to Mr. Edger, and did not wish to intrude on his evening, but that he had taken notes, and did his friends wish it, he would at some early day reply to some of Mr. Edger's statements.

We have finished our answers to our own questions on Confederation. We have done so in the fewest and simplest possible words, and hope our country readers will understand them. We have not room this week to bring down their results, and strike a balance from the summary. But we must say that, our conclusions are different from what we supposed they would be in the outset, and that from our present light, taking everything into consideration, we arrive at the opinion that it were better for the country to accept than reject Confederation in the present crisis.

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he intended holding in York County. It had been reported to some parties that there are documents in the Secretary's office which would show that the North Shore route was favored for the Inter-colonial Road. This was totally untrue. Mr. Hatheway knew well that he had access to any paper in the office to justify this conduct, and knew also that there was no such document as that referred to.

Mr. Hatheway has replied to Mr. Tilley in a letter, published in the *Freeman*. He does not, however, make the matter any better for himself, as we understand it, and has more to do before convincing the people that he has acted a manly, honorable or trustworthy part.

Mr. Edger's Lecture.

On Monday evening last, according to previous announcement, James Edger, Esq., occupied the platform of the Mechanics' Institute, in a lecture of two hours length, in which he enunciated his views on the all absorbing question of Confederation. In the absence of the President and Vice President of the Institute, Dr. Smith, Secretary, occupied the chair, and introduced the speaker to the audience. Mr. E. read his discourse, and, as a natural consequence, it was not delivered with that force and effect which otherwise would have been the case. Some of the leading points advanced by the lecturer were: That the scheme was not an necessary one, looking at in the light of our duty to the mother country, in the matter of defence; that with a generous allowance from our Legislature for military purposes, and the judiciously expending the amount in the organization of a force as a nucleus round which to centre should danger assail, would be all that the parent state expects, or all the strength that Confederation would afford us.

Second, it was not necessary as a military necessity in regard to the duties of the Provinces each to the other, for, said Mr. Edger, in case of war it would not be the Provinces, but directly with Great Britain—no nation can wage war against the Colonies alone—if they attack us, they directly attack the mother country, and in that case we would not be merely the troops of a single Province, and subject only to the orders of the Commander-in-Chief of that Province, but we would be under the direct control of the great head; and should war assail any one Province, it would be again, as it was with Nova Scotia, when New Brunswick was engaged in the Aroostook troubles, each Province would by acclamation offer every man and every penny of her resources to aid her sister colony. Therefore, he argued, that so far as the matter of defence went, we could just as soon be the troops of the Imperial Government, and our own safety, out of Confederation as in it.

He admitted the fact that New Brunswick's credit did not stand so well in the English market as it had in former years, but argued that this was owing to force of circumstances over which we had no control; such as fluctuation in the money market; the neighboring Republic having assumed the position of a warlike people; and partly to the misconduct of our Government in not having provided suitable measures for the satisfying English capitalists, but we were willing to the extent of our power, to rectify these wrongs.

He had in former years, through the press, advocated the claims of the Volunteers, but had been met with scorn and contempt; but he believed that Mr. Tilley and his Government done their duty in this respect, the standing of the Province would be higher in Great Britain to-day than it was. He urged that instead of granting \$10,000 or \$20,000 a year for military purposes, our Government should give \$100,000 per annum.

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Canadian Canals.

Mr. Smith and others have attempted to make a great deal of capital out of the canal extension. Here are a few figures.

By the Inter-colonial Railroad Scheme which was adopted in 1861, we agreed to pay of \$15,000,000 three-and-a-half twelfths, which would be \$4,375,000. By the confederation scheme we pay one-thirtieth, which makes \$1,153,846, being a balance in favor of the latter scheme of \$3,221,153.

Now the highest estimate made of expenditure on canals is \$23,500,000; add that to \$15,000,000 for Inter-colonial Railroad, makes \$38,500,000. New Brunswick's share, of cost, one-thirtieth, equals \$2,884,615, or \$1,490,384 less than the amount assumed by New Brunswick in 1861 as her share of the Inter-colonial Railway. That is, it will cost New Brunswick \$1,490,384 less to build the canals and Inter-colonial under Confederation than it would to build the Inter-colonial alone under the Inter-Colonial scheme.

Railways.

Just now the question of Railways is the grand agitating question of the day. Not only are Provincial railways agitated, but local branches are occupying much attention. Thus as in point the recent action of our County Council, an action which we are pleased to believe is receiving the approval of the people generally. Just at this particular time we regard it as peculiarly fortunate, the fact that we are placed in a position to lay before our readers a series of articles on Railways, from the pen of a gentleman than whom few are more capable to handle the subject, giving a thorough history of railways down to the present day. We recommend then to the special attention of our readers the first part, which appears on the first page, and they had better preserve the papers until the series is finished, as they will find it a very interesting and valuable record.

Mr. George Stickney is out a candidate for Carleton. He is in favor of Confederation. A few weeks ago, we happen to know, Mr. S. was a strong opposer of the scheme. The change in his opinion is very significant. Mr. Stickney is well known in the County as a man of sound sense, more than average ability, one whose interests are identified with the agriculturalists, and who has likewise for a long time been closely identified with the educational interests of the County.

We were out of town on Monday evening and were thus debarred the pleasure of hearing Mr. Edger's lecture, a brief report of the leading points of which is published to-day. We are sorry that Mr. Edger will rank himself in a school whose policies are opposition to Mr. Tilley, and think that the broad subject of Confederation, especially when treated under the auspices of the Mechanics' Institute, might have afforded him sufficient matter of sufficient importance without personal reflections upon the Provincial Secretary.

William Donnelly was examined on Thursday before Justices Raymond and Baird, on the charge of Mrs. Cochran, for attempting to entice her husband, Thomas Cochran, to go to the States and enter the American service, and was committed for trial at the Supreme Court.

We learn that Hon. Charles Connell has been requested to address a public meeting at Florenceville on public questions, and that he has consented to do so. Due notice of the time of meeting will be given.

Mr. Buck is now, we are told, proceeding with the Fish Creek survey with unexpected success.

Colonial News.

NEW BRUNSWICK AND CANADA RAILWAY.—The following is a correct statement of the quantity of freight carried over this railway for the year 1864: Up freight to Woodstock Station.—13,027 barrels Flour; 987 barrels Meal; 742 barrels Pork; 260 hides. Maltsters; 346 barrels Sugar; 611 chests Tea; 72 tons Agricultural and other implements; 756 tons Merchandise; 231 ditto, in bond, (Tobacco) Express; 112 kegs Ashes; 1703 sacks Salt; 64 tons Iron; 265 tons Lime; 59 tons Coal; 19,275 lbs. fresh Fish; 789 barrels Fish; 717 boxes Herrings; 1557 qts Fish; 31 no. Horses; 149 bushels Potatoes; 498 bushels Oats; 75 M. Barrels; 61 M. Claphams.

Down Freight to St. Andrews Station.—5,505,000 B. M. Deals and Boards; 117,000 B. M. Hardwood; 215,000 B. M. Spruce Logs; 275,000 B. M. Spruce and Masts; 16,395,000 B. M. Shingles; 2,320,000 Laths; 6,000 Claphams; 121,924 Sleepers; 120,000 Hoop Logs; 3,936 tons Ship Timber; 1,155 cords Firewood; 251 cords Bark; 12,235 bushels Potatoes; 3,330 bushels Oats; 256 tons Iron; 74 tons Farm Produce; 62 tons Sundries; 14 no. Horses; 84 no. Cattle; 7 no. Sheep; 215 no. Hay.

HENRY OGDEN, Manager.

INTER-COLONIAL RAILWAY.—Mr. Sandford Fleming has recommended the route from Lake Temiskaming through the middle of New Brunswick, as the best. The routes hitherto proposed are Major Robinson's, along the southern shore of the St. Lawrence, and that by way of Metapedia, on the southern frontier. Mr. Sandford Fleming's route is between these two.—*Quebec Mercury*.

VERY IMPORTANT.—THE CANAL BUSINESS.—In the Canadian House, on January 30.—In reply to Mr. McTavish.

Attorney General McDonald said it was not the intention of the Government to take up during the present session the subject of improving the water communication of the country. The Confederate Parliament would no doubt make a large grant for that purpose.

EDITORIAL ITEMS.

Nineteen representatives from State Legislatures in the U. S. Congress for the Constitutional amendment abolishing slavery. Mr. Sweet of Maine, was the only New England representative who voted against it.

Two hundred years ago the freemen of Mass. voting in State elections, used corn and beans as indicative of years and years, the corn being counted as yea and the beans as nay in the balloting.

The winter in Europe has been very severe. The Seine and the Loire have been frozen over, and the railways clogged with three feet of snow. It required a garrison of soldiers to relieve the passengers.

An enterprising man in Dryden, N. Y., had the misfortune to lose his wife on Sunday; on Monday he married his servant girl; on Tuesday they attended the funeral of the deceased together, the new wife wearing the old one's clothes.

The Potomac river is blocked with ice. Several thousands of people were skating upon it at Washington on Sunday. The embargo is seriously felt in the transportation of Government supplies.

Spafford Barker, Esq., has been appointed United States Consular Agent for Fredericton.

The woman who nursed Louis Napoleon when he was a baby has just died. The papers mention that her son, His Majesty's foster brother, is treasurer of the Imperial household.

The London Times quotes Canada 6 per cent government securities, at from 92 to 95; Nova Scotia at 96 to 99; and New Brunswick at 96 to 98.

There are over one hundred thousand more women than men in Sweden.

AN ARTICLE OF TRUE MERIT.—"Brown's Bronchial Troches" are the most popular article in this country or Europe for Throat Diseases and Coughs, and this popularity is based upon real merit, which cannot be said of many other preparations in the market which are really but weak imitations of the genuine Troches.

American News.

By Telegraph to "Carleton Sentinel."

New York, Feb. 4th, p. m.

President Lincoln and Secretary Seward arrived in Washington from Fort Monroe this morning; they had an informal conference with Rebel commissioners, Stephens, Hunter and Campbell, and the latter were known to have resulted in no change of attitude of either Government, or of the Rebels. In other words this was a failure.

Rebel Gen. Chalmers, in a speech at Corinth said that in his opinion the confederacy had gone under; he told his men they could do as they pleased, he should have nothing more to do with them, but should leave the rebellion to try and save the remainder of his property.

Gen. Morrow and Roddy have applied for pardon, and to return to their allegiance to U. S. Government.

On account of failure of the rebel army, gold has been going up. It is now, 3.30 p. m., quoted at 214.

New York, Feb. 6.

Failure of peace negotiations is the chief topic of comment to-day; the conference lasted several hours, but the Rebels would listen to no terms unless their independence was conceded; it was broken off without anything being accomplished; Government will now pursue the war with increased vigor.

On Friday the Rebel fleet made another attempt to steam down James River but were driven back by the land batteries.

Gen. Sherman is demonstrating against Augusta and Greenville and Charleston, but let the Rebels know he does not know which point he will strike first.

Beauregard is in command at Augusta. Gold opened at 214.

New York, Feb. 6, p. m.

A magazine at Buenos Ayres exploded on Jan. 5th killing and wounding 130 soldiers. The Italian Government had seized Rio Island at the mouth of the La Plata river, South America. Fighting had commenced between Brazil and Paraguay.

It is reported that the President will soon issue a proclamation giving the result of the peace Conference.

Quite a number of persons have been arrested and are now on trial in New York, on suspicion of being implicated in the attempt to burn that city. Gold closed this p. m. at 212.

New York, Feb. 7.

Richmond papers give Charleston dates to Feb. 2nd.

The advance of Sherman's march was reported within 20 miles of that city; another Federal column was moving on Branchville, where the Rebels were reported to be; the Rebels were compelled to retreat.

Richmond papers of Saturday report heavy firing at Bermuda Hundred, but do not explain the cause.

A private dispatch from Richmond says that 100,000 slaves, and put them in the field as soldiers. Gold opened at 216.

New York, Jan. 11th, p. m.

A mass meeting was called for last evening by the Mayor of Toronto, for the purpose of counteracting Government for providing to refund money taken by St. Alban raiders; also for passage of alien bill, but the tables were turned, and a resolution passed, that the meeting was a qualifiedly sustaining course of Government.

Investigation into conduct of Judge Corral has been commenced at Montreal; proceedings private at present.

Quebec despatch says debate on Confederation scheme opened in Parliament last night; Attorney-General MacDonald made a lengthy speech on subject.

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