

# The Carleton Sentinel.

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Our Queen and Constitution.

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WHOLE NO. 842.

## Poetry.

### LAUS DEO.

BY JOHN G. WHITTIER.

On hearing the bells ring for the Constitutional Amendment abolishing Slavery in the United States.

It is done!

Clang of bell and roar of gun  
Send the tidings up and down,  
How the bellies rock and reel,  
How the great guns peal on peal,  
Fling the joy from town to town!

Ring, O bells!

Every stroke exulting tells  
Of the burial hour of crime.  
Lo! and lo! that all may hear,  
O'er every time and place,  
Of Eternity and Time!

Let us kneel!

God's own voice is in that peal  
And this spot is holy ground.  
Lord, forgive us! What are we,  
That our eyes this glory see,  
That our ears have heard the sound!

For the Lord

On the whirlwind is abroad;  
In the earthquake He has spoken;  
He has smitten with His thunder  
The iron walls of sin,  
And the gates of brass are broken!

Lo! and lo!

With the old exulting tells  
Sing with Miriam by the sea;  
He has cut the mighty down;  
Horse and rider sink and drown;  
He has triumphed gloriously!

Did we dare

In our agony of prayer  
Ask for more than he has done?  
When was ever his right hand  
Over any time or land  
Stretched as now beneath the sun?

How they pale,

Ancient myth and song, and tale,  
In this wonder of our days,  
When the cruel rod of war was  
Blossoms white with righteous law,  
And the wrath of man is praise!

## Select Tale.

### TAKEN PRISONER.

BY AMY RANDOLPH.

"No rent again this month? This is the third time it has happened within the half year. I'll go there myself, and get the money, or I'll know the reason why!"

Mr. Matthew Deane was in particularly bad humor this day December morning. Every thing had gone wrong. Stocks had fallen when they ought to have risen—his clerk had tipped over the inkstand on his special and peculiar heap of papers—the fire obstinately refused to burn in the grate—in short nothing went right, and Mr. Deane was consequently and correspondingly cross.

"Yes, sir!"

"Go to the Widow Clarkson's and tell her I shall be there in half an hour, and expect confidently—mind, Jenkins, confidently, to receive the rent money. Or else I shall feel myself obliged to resort to extreme measures. You understand Jenkins?"

"Certainly, sir."

"Then don't stand there staring like an idiot," snarled Mr. Deane in a sudden burst of irritation and Jenkins disappeared like a shot.

Just half an hour afterwards Mr. Matthew Deane brushed the brown hair just sprinkled with gray away from his square yet not unkindly brow, and putting on his fur lined overcoat he walked forth into the chilly winter air, fully determined, figuratively, to annihilate the defaulting Widow Clarkson.

It was a dwarfish little red brick house which appeared originally to have aspired to a two-story hood lot, but cramped by circumstances had settled down into a story and a half, but the windows shone like Brazilian pebbles, and the doorsteps were worn by much scurrying. Neither of these circumstances, however, did Mr. Deane remark, as he pulled the glittering green door knob, and strode into Mrs. Clarkson's neat parlor.

There was a small fire—very small, as if every lump of anthracite was holed, in the stove, and at a table with writing implements before her, sat a young lady whom Mr. Deane at once recognized as Mrs. Clarkson's niece, Miss Olive Melton. She was not disagreeable to look upon, though you would never have thought of elating her among the beauties, with shining black hair, blue, long lashed eyes, and a very pretty mouth, jiding teeth like rice kernels, so white were they.

Miss Melton rose with a polite nod, which was grudgingly reciprocated by Mr. Deane.

"I have called to see your aunt, Miss Melton!"

"I know it, sir, but as I am aware of her timid temperament, I sent her away. I prefer to deal with you myself."

Mr. Deane started—the cool audacity of this answer in grey, with scarlet ribbons in her hair, rather astonished him.

"I suppose the money is ready?"

"No, sir, it is not."

"Then, Miss Olive—pardon me, I must speak plainly—I shall send an officer here this afternoon to put a valuation on the furniture, and—"

"You will do nothing of the kind, sir."

Olive's cheek had reddened and her eyes flashed portentously. Mr. Deane turned towards the door, but ere he knew what he was doing, Olive had walked quietly across the room, locked the door and taken out the key—then she resumed her seat.

"What does this mean?" ejaculated the astonished prisoner of war.

"It means, sir," said Olive now be obliged to reconsider the question," said Olive.

"Obliged?"

"Yes, you will hardly jump out of the window, and there is no other method of egress unless you choose to go chimney. Now, then, Mr. Deane, will you tell me if you—a Christian man in the nineteenth century—intend to sell a poor widow's furniture, because she is not able to pay your rent?"

"Listen, sir!"

Mr. Deane had opened his mouth to remonstrate, but Olive enforced her words with a very emphatic little stamp of the foot, and he was, as he was struck dumb.

You are what the world calls a rich man. You own rows of houses, piles of bank railroad shares, bonds and mortgages—who

knows what more? My aunt has nothing—I support her by copying. Now, if this case be carried into a court of law, my poor ailing aunt will be a sufferer—you would emerge unscathed and profiting! You are not a bad man, Mr. Deane; you have a great many noble qualities, and I like you for them."

She paused an instant, and looked intently and gravely at Mr. Deane. The color rose to her cheek—it was not disagreeable to be told by a pretty young girl that she liked him, on any terms; yet she had indulged in pretty plain speaking.

"I have heard," she went on, "of your doing kind actions when you were in the humor of it—You can do them, and you shall in this instance. You are cross this morning you know you are! Hush, no excuse, you are selfish and irritable, and overbearing. If I were your mother and you a little boy, I should certainly put you in a corner until you promised to be good."

Mr. Deane smiled, although he was getting angry. Olive went on with the utmost composure.

"But as it is, I shall only keep you here a prisoner until you have behaved and given me your word not to annoy my aunt again for rent, until she is able to pay you. Then, and not till then, will you receive your money. Do you promise? yes, or no?"

"I certainly shall agree to no such terms," said Deane, tartly.

"Very well, sir, I can wait."

Miss Melton deposited the key in the pocket of her grey dress, and sat down to her copying. Had she been a man Mr. Deane would probably have knocked her down—as it was, she wore an invisible armor of power in the very fact that she was a fragile, slight woman, and she knew it.

"Miss Olive," he said sternly "let us terminate this mummery. Unlocked that door!"

"Mr. Deane, I will not."

"I shall shout and alarm the neighborhood, then, or call a policeman."

"Very well, Mr. Deane, do so if you please."

She dipped her pen in the ink and began on a first page. Matthew sat down puzzled and discomfited, and watched the long lashed eyes and delicately arched brows of his keeper. She was very pretty—what a pity she was so obstinate.

"Miss Olive?"

"Sir!"

"The clock has just struck twelve."

"I heard it."

"I should like to get out of some lunch!"

"I am sorry that luxury is out of your power."

"But I'm enlivened hungry!"

"Are you?"

"And I am not going to stand this sort of thing any longer!"

"No?"

How provokingly nonchalant she was. Mr. Deane eyed the pocket of the grey dress greedily, and walked up and down the room restlessly.

"I have an appointment at one!"

"Indeed? what a pity, you will be unable to keep it."

He took another turn across the room. Olive looked up with a smile.

"Well, are you ready to promise?"

"Hang it, yes, what else can I do?"

"You promise?"

"I do because I can't help myself."

Olive drew the key from her pocket with softened eyes.

"You have made me very happy, Mr. Deane. I dare say you think me unwomanly and undelicate, but indeed you do not know to what extent we were driven by poverty. Good morning, sir."

Mr. Deane walked forth with a curious compilation of thoughts and emotions struggling through his brain, in which grey dresses, long lashed eyes and scarlet ribbons played a prominent part.

"Did you get the money, sir?" asked the clerk, when he walked into the office.

"My business, sir?" was the tart response.

"I pity her husband," he thought, as he turned the papers over his desk. "How she will hen-peck him! By the way I wonder who her husband will be?"

The next day he called at the widow Clarkson's to assure Miss Melton that he had no idea of breaking his promise, and the next but one after that, he came to tell the young lady she need entertain no doubt of his integrity. And the next week he dropped in on them with no particular effort to serve as an excuse.

"When shall we be married, Olive? Next month? Do not let us put it off longer."

"I have no wish but yours, Matthew."

"Really, Miss Olive Melton, to hear that meek tone, one would suppose that you had never loved me up here, and tyrannized over me as a jailor!"

Olive burst into a merry laugh.

"You dear old Matthew, I give a warning before-hand, that I mean to have my own way in everything. Do you wish to recede from your bargain? It is not too late yet."

No, Matthew Deane didn't, he had a vague idea that it would be very pleasant to be hen-pecked by Olive!

The Most Marvellous Story in the World.

Some gentlemen were dining together, and relating their traveling adventures: one of them dealt so much in the marvellous, that it induced another to give him a lesson. "I was once," said he, "engaged in a skirmishing party in America. I advanced too far, was separated from my friends, and saw three Indians in pursuit of me. In the horrors of the tomahawk in the hands of angry savages, took possession of my mind; I considered for a moment what was to be done: most of us live here, and mine was both precious and useful to my people. I was swift of foot, and feared only to my speed. After looking back—for the country was an open one—I at length perceived that one of my enemies had outrun the others, and the well-known saying 'divide and conquer' occurred to me. I slackened my speed and allowed him to come up. We engaged in mortal fury. I hope none here (bowing to his auditors) will doubt the result: in a few minutes he lay a corpse at my feet. In this short space of time the two Indians had advanced upon me, so I took again to my heels—not from cowardice, I can in truth declare, but with the hope of reaching a neighboring wood, where I knew dwelt a tribe friendly to the English; this hope, however, I was forced to give up, for on looking behind, I saw one of

my pursuers far before the other. I waited for him recovering my almost exhausted breath, and soon this Indian shared the fate of the first. I had now only one enemy to deal with, but I felt fatigued, and being near the wood I was more desirous to save my own life than to destroy another of my fellow creatures. I plainly perceived smoke curling up among the trees; I redoubled my speed, I prayed to heaven, I felt assured my prayers would be granted; but at this moment the yell of the Indian's voice sounded in my ears. I even thought I felt his warm breath; there was no choice—I turned round—"Here the gentleman who had related the wonderful stories at first grew impatient past all endurance, and called out, 'Well, sir and you killed him also?' "No, sir, he killed me!"

Various Kinds of Hands.

Elemental hands are distinguished by the metacarpal part being both long and broad; the palm large, thick, and hard; the fingers short, thick, and squared at the ends; the thumb stumpy and often turned back; the nails short, strong, and hard—a mind slowly developed—obscure intelligence, slow resolution, dullness of feelings. They are found especially among common people, and combined as they often are, with large, though coarsely modeled hands, they represent the material strength of a nation, its work, its man-power. The motor hand, which is especially the male hand, is characterized partly by its great size, partly by its strength of bone and muscle, and its strong projecting joints and sinews. The palm is nearly square; the fingers longer than in the elemental hand, but very strong, large jointed, and broad-tipped, the thumb especially large, and with a full ball; the nails suitably large, and of a elongated, quadrangular shape. The skin of the back firm and strong, and usually but slightly hairy. Such a hand symbolizes strength of will, and aptness for strong sustained efforts of mind. The old Roman character might be the type of the motor-hand man. The sensitive is the proper feminine hand; it is never very large, and is often rather below the module in its length, and all its textures are delicate. In the palm, length predominates a little over breadth; the fingers are not proportionately longer than in the motor-hand, but the thumb is decidedly smaller and much more delicate. The fingers are divided in soft and oval forms, with full rounded tips; the nails, nearly equilateral, are remarkable fine and elastic. Men with hands thus formed are generally distinguished by feelings, by fancy, and by wit more than by intellectual acuteness and strength of will. They commonly are of sensitive, sometimes of phlegmatic constitution, and generally of sanguine temperament. The psychical hand—the most beautiful and the rarest of all the forms is that which is most unlike the elemental and the childish hand. It is of moderate size in proportion to the whole stature. It should measure in its length just one module; the palm is a little longer than broad, never much furrowed or folded, but marked with single large lines. The fingers are fine slender and rather elongated their joints are never prominent, their tips are rather long, taper, and delicately rounded, and they have fine nails of similar shape. The thumb is slender, well-formed, and only moderately long. The skin of the whole hand is delicate, and, even in a man, has but very little hair. Such rare hands are found with none but rare minds. They indicate, Carus says, a peculiar purity and interior grandeur of feeling, combined with simple clearness in knowledge and in will.

Where the Cold comes from.

The Smithsonian Institute, through its extended system of meteorological observations, has been enabled to make some very curious investigations respecting the three memorable colds of January, 1859. It was found that the cold of the three days above mentioned swept progressively over the country like a wave, coming down from the Arctic regions, and first entering territory of the United States at the extreme Northwest, among the Rocky Mountains. It was experienced at Utah some three days before it reached the banks of the Northern Mississippi, and was heralded by telegraph in Minnesota some two days before it reached Washington. In Buffalo it was some hours in advance of Boston, and was felt last at the Atlantic ocean, where it appears to have vanished. This cold wave also swept South in a most remarkable manner, and progressively appeared in Florida and other Southern States, and the last pulsations, as it died away in this direction were experienced in Central America, and among the West India Islands. Taken all in all, it was one of the most remarkable meteorological phenomena ever noticed, and the facts collected seem to prove that the originating impulse came from the extreme north-western portions of the American continent.

Good and Bad Apples.

One day Robert's father saw him playing with some boys who were rude and unmanly. He had observed for some time a change for the worse in his son, and now he knew the cause. He was very sorry, but he said nothing to Robert at the time.

In the evening he brought from the garden six beautiful red-cheeked apples, put them on a plate, and presented them to Robert. He was much pleased at his father's kindness, and thanked him. "You must lay them aside for a few days, that they may become mellow," said the father. "And Robert cheerfully placed the plate with the apples in his mother's store-room."

Just as he was putting them aside his father laid on the plate a seventh apple, which was quite rotten, and desired him to allow it to remain there.

"But, father," said Robert, "the rotten apple will spoil all the others."

"Do you think so? Why should not the fresh apples rather make the rotten fresh?" said his father. And with these words he put the door to the room.

Eight days afterwards he asked his son to open the door and take out the apples. But what a sight presented itself! The six apples, which had been so sound and red-cheeked were now quite rotten, and spread a bad smell through the room.

"O, papa!" cried he, "did I not tell you that the rotten apple would spoil the good ones? Yet you did not listen to me."

"My boy," said the father, "have I not told you often that the company of bad children will make you bad, yet you do not listen to me. See in the condition of the apples that which will happen to you if you keep company with wicked boys."

Robert did not forget the lesson. When any of his former playfellows asked him to join their sports, he thought of the rotten apple, and kept himself apart from them.—*Child's Companion.*

## Items, Foreign & Local.

The illness of the Pope has, it is said, already caused some speculations in regard to his successor. But in fourteen days, according to the Pope, he is the youngest of three living popes. His oldest brother, Count Gabriel, is eighty-four years of age, and the next, Count Gaetano, is eighty; he has one sister, the Countess Benigni, a vigorous old lady, seventy-seven years of age. Count Jerome, his eldest son, died at fourscore and four years; and the Countess Catherine, his mother, at fourscore and two. Finally, Count Hercules, his grandfather, lived to the advanced age of fourscore and sixteen.

A survey of the city of Jerusalem, when seen in progress for some time past, as a basis for sanitary improvement, has resulted in important archaeological discoveries. Col. James, of the Royal Engineers, writes as follows:—

"While the survey of the city is proceeding, Captain Wilson has been exploring and clearing ground, and has made some important discoveries to elucidate its ancient topography, the most important of which is the discovery of 'one of the arches of the city wall' which led from the city to the temple in a great gully, and was the site of the wall of the city between 40 and 50 feet, and composed of large stones like those seen in the Jewish walling place."

He has also discovered another large cistern in the Haram or temple area, and says the whole area is now covered with debris and rubbish, and he has himself lowered 82 feet down a well, which is in what was formerly the Valley of Cheesemonger, and followed the stream for a considerable distance till he came to the spring with some steps down it, which were cut in the solid rock."

A STATION LECTURE.—Prof. H. S. Quinn, of New York, who has been lecturing in the Northwest, recently arrived at Quincy, Ill., on Saturday. He left St. Paul on the 9th, and reached Quincy on the 23rd of January, traveling the whole of 850 miles in fourteen days, stopping on the way to deliver lectures. He found the ice smooth and beautiful, and clear of air holes. He had a clear stretch from St. Paul to Quincy, and he bowed down the globe over five degrees of latitude, without meeting a single obstruction. It is one of the most extraordinary records.

The Bounty funds which have been brought to light by Deane's DARE in New York are of the most astonishing nature. It is plain that they have been secured by the business of raising and crediting recruits has been entrusted to the management of honest and competent persons. Col. Baker declares it to be his conviction, that not one in six of the men enlisted for the army and navy in New York ever enter the service; and he has himself collected in one month the evidence of 750 fraudulent enlistments!

The Paris journals have a story of a man of middle age who recently ordered a dinner for eight at a restaurant, paying for the repast liberally in advance. He came in at the appointed time alone, and the unoccupied places were filled by the waiter with the names of the notes of music, and ordered the viands to be served as if every chair was occupied by a guest. The whole course of the banquet was gone through with, even to eight cups of coffee after the desert, and then the man placed a pistol in his ear and fired. The waiter, suspecting the design, had previously drawn the charge from the weapon, but the explosion of the cap convinced the lunatic that he was killed, and he has never since been seen. In the asylum to which he was carried, that he is dead and in purgatory. It appears that the poor fellow was once an open singer, that he lost his voice by sickness, and that he thought it would be rather a brilliant idea to fake his leave of the world by giving a parting banquet to the notes which had so cruelly deserted him.

Recently, in the Indiana Legislature, one member having accused another of telling a falsehood, the accused retorted by throwing a sand-box at his head; the Speaker soon restored order.

In some remarks on rail raising made before the New York Chamber of Commerce, it was stated that a field of six acres trained upon wires, was all killed by a single flash of lightning.

Paul Louis Angenard, of New York, has patented a compound for coating mirrors, which is said to be superior to the silvering, making the reflecting surface more brilliant at a hundredth part the cost of the old process. It will revolutionize the mirror business on account of cheapness, and because the ladies look fifty per cent. better in them, and will therefore purchase to see themselves in the best possible light.

Counting whites, Chinamen and Digger Indians, the population of California is about 400,000. Of these about 500 are in the insane Asylum, and about the same number in the State Prison.

Owing to the interruption in travel caused by a snow storm, beef sold in New York on Monday week at twenty-eight cents a pound at wholesale, or forty cents at retail.

The father developments in the case of Mary Harris, the Chicago girl who went to Washington and shot dead her old lover, Julian A. Burroughs, in the Treasury building where he was a clerk, show very satisfactorily that his only offense was marrying and cohabiting with a woman, and not the crime of murder, as he was charged with.

A Cleveland copper speculator fell asleep in church from which he was wakened by the pastor's reading: "Surely there is a vein for the silver and a place for the gold where they find it." Jumping to his feet he shook his head at the minister, crying, "I'll take five hundred shares."

The schooner Woodstock, Coates master, of and from the port of St. Andrews for St. John, loaded with Woodstock pig iron, founded Saturday week four miles off Miramichi. All hands saved.

Chicago pays \$100,000 a year for banishment in the city. It is now proposed to save time and labor by employing machinery for this work.

The winter has been one of the most severe on record in Portugal.

Bron Rothschild has taken a small loan of \$200,000 just issued by the Italian Ministry of Finance. A case is pending in New York Supreme Court in which a child was left in pawn or pledge for the payment of a debt.

The English Viceroy in Central Asia has received the homage of six hundred princes, assembled to do honor to Queen Victoria. The ceremony took place at Lahore.

So dense was the fog in London on the 21st ult., that in several of the suburban districts the Post Office letter carriers could not deliver the last batch of letters.

One hundred years nearly have transpired since American Methodism began, that denomination is making measures for an impressive celebration of the event.

The Boston Advertiser states that the European and North American Railway Company has again an applicant before the Legislature for assistance from the State in the construction of a railway connecting between Maine and this Province.

It is a curious feature of the recent general election in Australia, that female householders voted, the new electoral act having conferred the franchise on them without intending it. The Melbourne papers say that the ladies exercised their new privilege with dignity and discretion.

It is reported in Paris that the Archbishop of that city, in spite of the Papal veto, has consented to baptize the children of Prince Napoleon and the Princess Clothilde, and was King Victor Emmanuel will be present at the christening.

## History of Railways.

COMPILED FROM AUTHENTIC SOURCES.

PART III.

It is computed that there are nine thousand miles of railway now open in England, and worked upon by extraordinary facilities, of this, seventy miles pass through tunnels varying in length from one quarter mile, or less, to three miles or more, running through below ground-surface at depths varying from two hundred to six hundred feet; fifty miles pass over viaducts at elevations of from twenty to eighty feet; the number of bridges amounts to about thirty thousand, far exceeding the number previously erected throughout the whole extent of the country. It would indeed be a difficult task for the inexperienced to imagine a mountain, half any vague idea of the vast quantity of material that has been excavated upon these nine thousand miles of railway (chiefly double-track lines) by the English, Scotch and Irish laborer,—of the number of cubic yards of solid rock work that have been turned out in the operation of blasting,—and the tons of gunpowder so employed, many instances have been given by various authorities,—thus, the late Robert Stephenson, the eminent engineer, estimated the total amount on all the railways of England, at five hundred and fifty millions of cubic yards, and to convey a more general idea of such a colossal quantity, he invites us to imagine a mountain, half a mile in diameter at its base, and soaring into the clouds for one and a half mile in height, even on one line, known as the south-western, the earth removed amounting to sixteen millions of cubic yards, a mass sufficient to form a pyramid one thousand feet in height, and having a base of one hundred and fifty thousand square yards. As other instances of the nature and quantity of work performed on these railways, the following may be mentioned:—on the Liverpool and Manchester railway—the first line of its class, and previously alluded to in the part published in our last issue,—there is a formidable rock cutting extending a distance of two miles, and in some places one hundred feet in depth; not less than four hundred and eighty thousand cubic yards were here excavated. On the London and Birmingham line there is another excavation even more formidable in character, out of which not less than one million yards of rock and earth were taken; steam engines were used to pump the water out of the excavations, and to remove the material at either end; twenty-five barrels of gunpowder were used weekly, and a total quantity of three thousand barrels. In Scotland, on the Edinburgh and Glasgow railway, it is to be seen an embankment one and a half mile in length, sixty feet in height, and an intervening half-mile viaduct of even greater height. Within a few miles of Dover, where the east-line was required to pass along the margin of the steep, the works of art as displayed in many of the most magnificent viaducts, bridges and station buildings throughout the United Kingdom,—how the first of these have been, at the present day, pushed forward with gigantic strides into the very heart of the great metropolis of London,—how the London and Thames, with its famous tunnel, has been spanned with much less thought of difficulty and cost than would the bridging of our river St. John at Woodstock, or at Fredericton for Intercolonial railway purposes—how the great city thoroughfares are not only arched over, but are vaulted beneath for the underground railroads, and how upon the same principle of tunnelling, the collected sewerage of the vast city is conveyed through capacious arteries and discharges upon the low sea-shores; nor need we particularize the magnificent station structures that have been erected at the innumerable termini of these roads; but when all these things are considered as a whole, and we contemplate the rapidity of execution, and the amount of capital expended in developing all the parts of the railway system, we cannot but acknowledge that the stupendous magnitude of these works is perhaps less remarkable than the rapidity of construction, the amount of money they have absorbed, and the skill, power, and amount they have created, that taken as a whole, they bear stamped upon them an impress of power unequalled by the structures of any other era, and, in fact, and future generations may point to them as being eminently characteristic of the "iron age" in which we live and move, and have our being.

We shall now consider the subject in a commercial and social view. The beneficial tendency and wonderful influence of railways upon countries and communities must be indisputably identified as the great auxiliary of the progressive movement of the present century, and this distinctive feature has been most fully portrayed by writers thoroughly conversant with the important subject, and that they have contributed towards everything that can possibly administer to the human comfort, by giving employment to thousands, and otherwise creating a thousand different ways and means for the subsistence of a great mass of the working classes, can readily be conceived from the fact that the number of persons employed on constructed lines throughout the United Kingdom in 1850, as laborers, servants, officials and tradesmen was 47,220, and at the same period, upon 6,450 miles of line of construction, the number of operatives was 250,110, making a total of 307,330,—being 109,330 in excess of the population of this Province at that period, and 51,683 more than at the present time according to the last Census. To the internal commerce of the kingdom, the beneficial results are established by the following extraordinary facts. The time formerly occupied in the transit of goods between Manchester and Liverpool, before the existence of the railway, was thirty-six hours, frequently, it is said, the journey occupied a month, and the cost was then fifteen shillings sterling per ton; on the railway they are conveyed for about seven shillings per ton. Between London and Manchester, 158 miles by rail, the road carriage in former days was about seventy-five shillings per ton; goods have since been conveyed per rail in a few hours for half the amount. Again, Canal companies, in view of the railroad competition opposed to them, were obliged to reduce their charges to the lowest notch, in some instances from thirty-three to four shillings, and it has become a remarkable fact, which tends to show more palpably the rapid facilities of the rail to sea ports, that goods are now conveyed from Manchester through Liverpool or London to this continent in less time, and at less cost, than formerly conveyed from Manchester to London. Many other derivable advantages are now discernible in the swift supply of all the necessities of life, and the transmission of coal to the interior. Agriculture has also been materially benefited by the quick and safe transit of live stock, and of grain and other produce, to distant markets. The postal arrangements, we are likewise informed, were rendered more efficient, and but for the rail, it is surmised, the penny postage system would not have been suggested and probably not adopted; with regard however, to the advantages which the railroad presented for the carriage of the mails, it is stated that the money orders sent through the post office department in three months of the year 1859, amount to ninety thousand pounds, but in three months of 1858, it increased to three millions five hundred thousand pounds!

In continuation of our contrast of the great superiority of the railroad over the ordinary highway, the canal and the river, and for the sake of bringing the comparison nearer home, we take pleasure in transcribing the following statements which have been advanced in Mr. Burpee's "Paper on Railway

Extension Westward from St. John" which are fully entitled to much consideration, and more especially by the people of Carleton County:—It has been proved most conclusively that the opening of a "railway between centers of trade and travel increases the latter 300 per cent. On the opening of the Stockton and Darlington railroad the increase was 380 per cent. Between Edinburgh and Glasgow in the year 1842, four daily coaches sufficed for the passenger business, there are now three lines of railway fully employed, and a fourth is being started. On the present road from St. John to Shediac on which only one coach used to run every alternate night, it cannot be doubted that the travel has increased over 500 per cent." In contrasting the travel by rail with that on the St. John river, we are told that "in winter we shall, of course, carry all the passengers, but during the summer months, the people of the river travel a portion of them; as by railroad they will be carried in one half the time and with greater safety and comfort, we can, judging from the actual results on other lines similarly situated, easily calculate on nine-tenths of the entire passenger traffic." Another instance is thus given:—"By railway the fare from Boston to Portland is \$2.50 while by steamer it is \$1.25, and yet it is known that nine-tenths of the travel is by rail. The New York and New Haven railway at double steamboat fare, competing with the finest and most comfortable steamers in the world, produced the same result until finally the steamers were withdrawn. The Hudson river railroad on the very banks of one of the finest rivers in America, on which steamers cannot be excelled for comfort and speed, effected the same results; surely then, putting our fare at the same rate as it now costs by steamers, or 20 cents per mile, we must on the proposed line secure nine-tenths of the entire travel. In allusion to the traffic to Woodstock and Houlton it is asked, "What then will this traffic be when instead of taking two days and costing from \$4 to \$9, the journey from Woodstock to St. John can be made in six hours for \$2.50?" Again it is stated, "It has now been established that steamers compete successfully with sailing vessels, and it is being proved more conclusively every day, that railways from their greater regularity, speed and safety can compete with steamers. Between Portland and Bangor there is good water communication, and yet four freight trains daily are required for the business." We make another quotation which has immediate reference to the County of Carleton,