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Special Notice.—The present system of directing the Sentinel, precludes the necessity of rendering bills. Every subscriber, by reference to the little yellow label, will see how he stands, and a word will explain the whole. Thus, if he finds after his name, say Jun63, it means that he has paid up to June 1863, and consequently owes since that time. So if the date be Sep65, he has paid to September 1865; or if instead of a date he finds a number, thus 865, it means he has paid to number 865 of the paper, or to the 12th of August, and the number will indicate whether he has paid up to the 1st of January, 1865, which was 831, or to what extent beyond that time.

When subscribers find that they are over one year in arrears, they may consider it 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, DECEMBER 9, 1865.

The Appointments.

Ready for press when we received news of the late appointments, we could only give them a general notice. They have now been officially announced in an extra *Gazette*. No fault can be found with the calling of Mr. Cudlip to the Executive, if he is himself satisfied. About the appointment of Mr. Ritchie to the Chief Justiceship and Mr. Weldon to the Judgeship, much has been, much more must be said. The annals of the Province will be searched in vain to find an instance, in which an act of Government has been met with such universal reprobation as have these appointments. When the bald fact of the elevation of a junior Judge over a senior, of Judge Wilmot's character, became known, public indignation was aroused, so manifest was the injustice to Judge Wilmot, and so contrary to the public sentiment. But that indignation became intensified when an announcement of the reasons for this act of the Government, was made by the anti-British press in the Province, who worship that image, called a Government, heterogeneous in its elements as was that seen by Nebuchadnezzar, set up by the people in a moment of popular frenzy. Now those who had been willing to believe there was a good reason, became loudest in their demonstrations of disgust. Here we may state that there is no one precedent in this Province for the manner of this appointment, and the elevation of a junior over a senior Judge, although the *Globe* has intimated that there is. The reasons given are—by the Woodstock wing of the anti-British-annexation-fenian press: that Judge Wilmot preached Confederation from the bench; the annexation wing in St. John says, this might have been forgiven, but the Judges' unpardonable sin was voting at the late York election, and as he deposited his ballot, saying, *I vote for Charles Fisher;* the "head centre" urges both these, and to make graver cause, throws into the judgement some personal abuse; and these with the *Head Quarters*, out of some 22 papers published in this Province, are all that have approved of the appointment.

We may safely conclude then that Confederation was at the bottom of the matter. It will be remembered that Judge Wilmot, not taking any mere party platform, but imbued with a patriotic fervor, recommended to the Grand Inquest of Sunbury, last spring, Confederation. That which her Gracious Majesty, the British Government, the British press, the British people, and a conference of the most enlightened, liberal minded, and talented British North American statesmen, who ever met together on one platform in British North America, had already recommended to the people of this Province. Warm with emotions of love for British institutions; anxious to perpetuate those institutions and British connection here, and with his ardent temperament, flushed by the prophetic visions of future glory that awaited the Confederate provinces, the Judge did what no man, a British subject, prince, Judge or peasant should be debarred from doing, gave expression before the select men of the County, to his opinion. For doing this, he has been insulted, nor he alone, but the British Government and the British sentiment of the people, while upstart politicians of yesterday, cabbage garden heroes, their brows unwashed from the damning brand of disloyalty, and those who would unfurl over our fair country the stars and stripes, give an approving smile, and say well done. The Government has rewarded Judge Wilmot; thus have they made return to the upright, christian judge; the venerable politician, who at the Colonial office and in the Assembly fought and won our constitutional battles, hanging up in our Provincial archives mementoes which shall not perish while hearts are found to reverence liberty and right. He was fighting those battles when shallow brawlers who now throw dirt at him were unheard of or only known as working up for themselves a history of infamy—thus has the eloquent orator, the good man been treated.

Has the present Chief Justice received his reward for services done. Reward for what? Is it for calm, dispassionate and even-handed judgments; for a life of moral rectitude; for a consistent political life and trophies of good done the body politic regardless of personal agrandisement? we wot not, the record presents no such issues. Is the reward not given for a course just opposite that of the senior judge; for working not openly and publicly, but quietly and privately for the party now in power. Did he not stimulate, if *not inspire*, the very first organised opposition to the scheme; and has he not whenever he could find an ear to influence, reprobated not only the Scheme but the men who concocted it; did he not thus place himself in antagonism to the British Government and the best interests of our people? Is it so, and is this his reward? A prevailing public opinion says yes! But there was another influence at work. The County of York is interested in Judge Wilmot personally; she is interested in having all the legitimate honors available centre on her sons; she was anxious to have a Chief Justice, but York in November asserted her independence and threw the Government, so far as her voice went, to the winds, and York must be made to eat *humble pie*, and therefore this honor was denied her. We are glad to find that, if the St. John newspaper reports are correct, one member of the Executive belonging to York voted against the appointment, namely Hon. W. H. Odell.

About the appointment of Mr. Weldon it is an insult immediately to the Bar, an injury to the people. Never very prominent as a lawyer, he has of late years forsaken the profession, and this taking a gentleman of mediocre talents, out of practice, outside of the ordinary range of sympathy with the legal or political necessities of the people, and elevating him above the working lawyers and working politicians, of whom there are many eminently qualified for the position, has only to be named to be condemned. The appointment can be accounted for only for one of two reasons; either because of his zeal as an anti, or because the Government would avoid appointing Mr. Wetmore, who has strong claims upon them, for fear of the consequence of opening a constituency.

Since the appointments were made we have heard in this County *one* man only express approval, while every one else we have heard speak of the matter, condemns them. The suggestion has been made, that the people should send a memorial to the British Government on the subject. Nine-tenths of the people would sign such, asking that Judge Wilmot's claims be vindicated. Should the wrong be approved at home, probably Judge Wilmot will leave the bench, and once again enter upon politics.

With regard to the Government, the tide of popular indignation is increasing in volume; a little while longer they may trample on the opinions of an outraged people, but the turning of the lane will soon be reached, and though—

"Long trains of ill may pass unheeded, dumb.
But justice is behind, and vengeance is to come."

Christmas Presents at Dibblee's.

Railroad Meeting.

Pursuant to notice published last week, a meeting was convened on Monday evening last to see if the people of the town were disposed to assist the construction of the branch railroad by a corporation subscription. Although in the early part of the meeting the attendance was not large the Hall ultimately became filled. His Worship Mayor Fisher was voted to the chair, and Mr. Samuel Watts to the position of Secretary.

The MAYOR in opening the meeting remarked that sufficient evidence must have reached the minds of every one present, to convince them of the important results that must follow the construction of the branch railroad to this town.—All must admit that branch desirable. He should present a few facts, and would not draw at all upon his fancy to depict in glowing colors the future of Woodstock after the railroad was built. There had been talk enough, it was time now to set about and do something. Any one who had, as had he himself, watched the progress of events in this town must have noticed that business was declining; that our young men were leaving us; the number of rate-payers diminishing; the value of property decreasing, and the place fast becoming a deserted village, while we were sitting down quietly and folding our arms. The finances of the Corporation were, he was happy to be able to say, in a good condition. The town was not only out of debt but had $2000 in funds, and in that respect this town was in a better position than other any incorporated city or town in the Province. The amount of real estate taxed this year was $270,100; personal property, $140,040; income, $5,200—making a total of $415,340. The number of rate-payers was 467 (out of which there was quite a number unable to pay) and the amount assessed was $1000, of which there was $470 in poll taxes. It was a little singular he remarked, that the town was taxed on more than one-half of the whole amount of taxable property in the Parish; thus the Parish paid as assessed, including income, on $725,-900 with 793 rate-payers, while the town's assessed property was $415,340 with 467 rate-payers. The suggestion had been made, to-day, that the town donate or take stock amounting to $8,000. The interest on this amount $480, and one-fifteenth of the principle to go into a sinking fund would increase the present taxes 100 per cent. providing our position remained as it is, and there should be no increase in population or value of property. Instead of paying as we did this year $1000, under this proposition we would pay $2000, and in 15 years the debt would be wiped off; or to simplify it still more, the man who now paid $2 would have to pay $4. And then, as compared with other cities and towns, our taxes would be so light as that none ought to complain. One per cent. on the amount of taxable property would produce over $4000, just double the amount required to meet the ordinary purposes of taxation and this proposed railroad tax; all that was in reality needed was ½ per cent.

There was one point to which he would call attention. The persons most immediately and directly to be benefitted by the railroad operations were the laboring men who owned no taxable property; on these he thought a poll tax of 30 or 40 cents might with great justice be levied. The railroad would benefit the laboring and mechanical classes because it would open up a cash market for their labor, and the truck and barter system would be done away with. It is not the amount of tax which is the hardship, it depends solely on the man's ability to pay the tax, and the benefit he receives from its expenditure.

Mr. JAMES GROVER now moved the following resolution:—

"Whereas in the opinion of this meeting the early completion of the Woodstock Branch Railroad is highly important to the interests of the Town of Woodstock and County at large;

Therefore *Resolved* that this meeting do hereby authorize the Town Council to subscribe such sum of money, in connection with the Municipal Council, as will insure the completion of said road; and that a Committee of three members of the Town Council be appointed to confer with the Municipality, at its first meeting, to agree on the sum required, and to apportion the amount to be paid by each party."

Mr. GROVER said he had acceeded to the request to move this resolution, not only because he was deeply interested in the matter, and fully approved of the course proposed, but also from the fact that a speech was not necessary. The conclusions of the resolution were self evident to every mind whose reason was not impaired. He should merely submit a few figures which had been prepared for another occasion.

The estimated value of the property in the Town, on which taxes were assessed last year, is $614, 386, which at ⅝ per cent would yield, $3840; being the interest of $64,000 at 6 per cent. At ½ per cent it would yield $3.072; being interest of $51,200 at 6 per cent. At ⅜ per cent. it would yield $2302.94; being the interest of $38,400 at 6 per cent. At ¼ per cent. it would yield $1535.96; being the interest of $25,-600 at 6 per cent. And, of course, it must be borne in mind that with the increase in value of property, and the increase of inhabitants sure to follow the commmencement of the railroad, so would the per centage be lessened, and the amount being more widely distributed, fall less burdensom upon individual members of the community. He had much pleasure in moving the resolution.

Mr. SAMUEL WATTS said he had been requested to second the resolution which he did with pleasure. He submitted a few figures intended more particularly for those who might apprehend that the tax would be burdensome. He took the amount of real and personal taxable estate at $600,000 in round numbers. If the town were to give $30,000 the interest would be $1,800, or less than one-third of a per cent on the taxable estate. It would be less than $4 per head per rate-payer, 467, or 89 cents per head on population, 2000. Or, giving $15,000, it would be less than one-sixth per cent. on the taxable property; $2 per rate-payer, or 45 cents per head. In the one case property would only have to be increased in value one-third per cent. and in the other one-sixth per cent. to make up for the amount appropriated. In fact that per centage in either case would provide for the interest and go largely toward the formation of a sinking fund to pay off the principal in 20 years. To show how the tax according to that estimate would be distributed on property holders, on $600 worth of taxable property it would be $2; on $400, $1.33; $200, 66 cents; $100, 33 cents; and on $2000, $6.60. Men of moderate means were of course deeply interested in this, and were apt to be afraid of taxation.—But he believed it was a fair proposition that the completion of the railroad would reduce the price of imported articles. Flour, for instance, would be reduced at least 25 cents per barrel.—The man who paid a tax as before stated on $400 of property and consumed six barrels of flour per year would more than save his tax out of that one article. Taking the construction of two miles of road out of Woodstock and putting the expenditure here at $13,000 per mile would give $26,000, or $13 per head on every inhabitant, or $50 per rate-payer. He had confidence that the meeting would pass the resolution and thus convince those in the County who were not already convinced, from the large amount of stock that had been taken in Woodstock, that the people of the town were resolutely determined to have the branch constructed, and were willing to give toward it all that they could, perhaps more than they ought, for that purpose.

Mr. W. F. DIBBLEE said it was time the town should be up and doing. Government had offered $10,000 a mile, all we had to do now was to accept it, but soon it would be too late. The branch had been located, and such a location had been found as was unprecedented in America for facilities of construction, and lightness of grades, and quantities; so he had been informed upon the most reliable authority. He thought previous speakers had dwelt quite too much on the subject of taxation. He thought there would be no tax in the matter except, possibly, for the amount of the interest for a year or two. If the road pays 3 per cent. on the whole amount expended for construction, it would be equal to over 7 per cent of the amount we invested, provided that amount did not exceed $80,000, that interest, invested, would provide for the annual interest and form a sinking fund in 20 years to meet the principal. Everybody must admit the necessity for something to be done to arrest the downward tendency of the town, and no class of individuals were more interested in the matter than the farmers who had now to truck round their produce in search of an uncertain market. What, he would ask, would the Town be without the river, to which it owed its present comparatively small degree of prosperity; by constructing the railroad another river would be opened up, and thus an available means of reaching a choice of markets be always at hand to the agriculturists.—The value of property in consequence, he believed, would be increased in this town 25 per cent.

Mr. J. R. HARTLEY said there were one or two points on which he desired to speak. The friends from St. Stephen, who a short time since had visited this town and addressed the people so effectively, had very candidly informed them that they were not actuated solely by philanthropic but, to some extent, by selfish motives. But some of those gentlemen, laboring under a misapprehension, had made statements calculated to convey false impressions and lead to wrong conclusions. They had intimated that, unless this branch road was built, ultimately the St. Andrews road would be continued by a route already surveyed directly onward from the Richmond terminus in the direction of Canada, and that thus Woodstock would loose forever the advantages of the road. The same idea had been entertained by some persons in certain Parishes in the County; it had been contended, as an argument why Wicklow and Simonds were rather interested in opposing the branch to Woodstock, that the St. Andrews line would be continued up through the rear of those Parishes, and thus towns spring up at Centreville and other points. He was in possession of all the facts of the survey referred to. He had them from good authority, the engineer who made the survey. In the first place the St. Andrews Company made that survey for the purpose of impressing the British Government with the feasibility of the route, and thereby aiding them in selling out the St. Andrews road to any Company undertaking to build the Intercolonial; and that instead of starting with the survey from the present terminus of that road, they were obliged to go back several miles and run through the Faulkins valley, crossing the Maduxnakik at a great elevation above the bed of the stream, and touching the State of Maine directly after crossing, and following the Boundary for several miles, which of itself was an argument, in a military point of view, against the Intercolonial ever taking that route. Moreover the estimates made at that time by the Engineer in chief was something over $40,000 per mile for some eight miles, and could never be thought of; it would be the old story of the Shediac road over again; and on this point the people in the rear of the Parishes of Wakefield, Simonds, and Wicklow, might as well set their minds at rest, and be satisfied with a road passing through Woodstock, which beyond doubt would eventually traverse the extent of the whole County on the western side of the St. John. He was not of the opinion entertained by some that the railroad would ruin the town. The natural result of the road would be that hundreds of factories would spring up at the mouth of the Creek and adjacent to the town, bringing with them a large influx of population. He could understand how capitalists engaged in trade who could buy large stocks of goods for cash, and take advantage of the necessities of buyers in the winter months to make large profits, might from a mere selfish stand point oppose the road, knowing that without it they would have an advantage over small capitalists, but the facts were nevertheless patent that the road would tend to advance the interests of the people generally and must increase the value of all property—not 25 but 100 per cent. He believed a large majority of the people of the County were prepared and willing to give $30,000 as a donation toward the construction, and that would, with the stock and any amount to be given by the Town, be sufficient to build the road to the Iron Works. The question of a donation of $30,000 was the one that should have been submitted to the people last summer. It was too delicate a point for him to enlarge upon, but he might state that he had the authority of an Engineer, acknowledged to be fully competent, for stating that the location just finished of the Woodstock branch was cheaper than any other piece of road in America.—$18000 a mile including rolling was the estimate of cost, which, without rolling stock would reduce the cost of construction to less than $16,000 per mile. It was highly important that the Government subsidy should be secured, and this meeting was, he considered, the right step at the right time on the part of the town. The Parish of Woodstock paid one-third of all the County rates—exclusive of Town tax—and if, with that fact acknowledged, with the amount of stock so liberally subscribed, mostly in the Town, the people of Woodstock were willing still further to burden themselves as contemplated by the resolution, he thought any County Councillor must blush to refuse his vote for $30,000 toward this great and important undertaking.

Wm. LINDSAY, M. P. P., said railroads had become now a necessity. He did not agree with some persons as to the great benefits that Woodstock would derive from the road. From his experience and observation he judged that the tendency of railroads passing through a country was rather to injure the trade of the cities and towns through which it passed, and that the farmers was the class of persons mostly benefitted. They would sell their produce in the highest market and buy their necessaries in the cheapest; the railroad would open up such markets to our farmers, and consequently they, not the traders in the town will derive the benefit. Still the people in the country were very much afraid of taxation. In Upper Canada there were districts where a few years ago wheat was sold for 40 cents a bushel or fed to the hogs because there was no outlet; this evil had been remedied now and the farmers there were enjoying the benefits of a railroad and prospering and growing rich. If the population of Woodstock was increased by the addition of 5000 or 1000 laboring men, mechanics and traders, it would of course only tend to make the town a better market for the farmers. In Canada and the United States the large cities with numerous populations afforded good markets for the farmers, but the tendency of a railroad was to take the trade from the interior to the seaboard. The Town of Moncton was an instance; that town, 90 miles from St. John, at one time a prosperous place, was now stripped entirely of its trade, and that by the railroad. Take the oats raised in Carleton County and add 1 cent per bushel to there value and see what a large sum it would produce, and so would every article of produce be increased in value in proportion by the branch. A gentleman in St. Stephen had told him that he was anxious for the construction of the branch because he used some 10,000 bushels of oats per year, and was anxious that facilities for transporting oats from this County should be provided. With this road, farmers could afford to go to the markets; now, if they carried their stuff away, they ate it up nearly before they got home again. In Woodstock the competition among traders will be increased, they will have to be satisfied with smaller profits on their goods, and will have to pay a better price for produce. He was willing to do anything he could to carry on this work, not by words but by acts. With regard to the Bill adopted by the Legislature last winter he would now say that he would never give his assent to a Bill to tax the people without their consent. He and his colleague had done all they promised to do; the Bill provided three things, leaving it optional with the County to choose which they pleased. He believed it was wrong policy to attempt to force men into any course; it was better to persuade them. It was time that the matter should be decided; they had pretty nearly talked out the time within which the Act might be taken advantage of, and whatever was to be done should be done quickly. He thought the Town had shown its earnestness in the matter by subscribing the large portion of $40,000 stock.

Mr. J. R. HARTLEY remarked that the benefits to town and country would be mutual The present position of the towns and cities in Canada, referred to by Mr. Lindsay, were proofs in point to show that his conclusions were erroneous, even where the road only passed through them. Let this road come to Woodstock, and she would become the granary of the County of Carleton. The very fear of the centralization of trade in Woodstock, was one powerful element in the opposition of people in the County to this branch; and in this opposition they had been stimulated to too great an extent, by people in the town. Mr. Hartley referred to the growth of Chicago, as shewing how great and sudden an influence, a railroad has naturally upon any place to which it comes.

Mr. SAMUEL WATTS referred Mr. Lindsay to the town of London, C. W., now the granary of the great west, which but twenty years ago was a mere swamp. In twenty years the Grand Trunk and Great Western had made it a rich, populous and flourishing city. While railroads, passing through old cities, sometimes carried away certain kinds of trade to the seaboard, yet it was equally true that they built up small towns, by creating manufactories, which almost invariably sought the interior.

LT. COL. BAIRD said that years ago the trade that built this town up, was lumbering. That trade had been wearing away however, by degrees, like a stick of timber in the eddy of the Grand Falls, until now there was nothing left of it. We were still in a chrysalis state, apparently about to burst into new life, and he hoped we should come out a butterfly. Though the lumber trade was done, we had still a rich and ample rescourse in our agriculture, whenever facilities are provided for its proper and profitable developement. At present, agriculturists in the County have to submit to difficulties of a most disheartening character. At certain seasons of the year, when the river is navigable by steamers, they all rush with what produce they can get ready hurriedly, to the available markets, there to find the market glutted, and ruinously low prices prevailing. Give the farmers a railroad, and then when the steamers are running, they may choose between the two means of transit, and when the steamers are laid up, they will have the other river, the railroad to use. Thus supply and demand would be equalised, and prices would be so regulated that a fair and remunerative return would always be ensured to the seller of produce. However, there could surely be no difference of opinion as to the desirability of the branch; no sane man would say we should not have a railroad. The only question now was, are we able to accomplish it? He had been so much engaged of late that he had not given the matter much consideration, and was really in the dark, as to the length of the road, and the amount necessary for its construction. He perceived that the time was nearly up, in which tenders were to be received, and he thought that it should be determined now how much the County and town, respectively, would have to give, and what amount of actual taxation would be involved. It was likewise important that we should decide whether we should assist others to build the road, and let them own it, or whether we should retain the control of it ourselves. With the prospect of Western Extension being completed, through this branch we could anticipate the arrival, not of one train per day from St. Andrews or St. Stephen, but three or four trains daily, one each from St. John, St. Stephens, St. Andrews and Bangor. With these facts before them, he thought the people throughout the County might feel disposed to give more than they had yet done.

Mr. J. R. HARTLEY said the estimates were not complete, but he could say, that according to engineer's estimates, it would cost less than $210,000 to build the road to the Iron Works.

Mr. R. L. ARMSTRONG said he was quite willing that those who [illegible] should consent to be taxed, and he thought it quite just that those who owned real estate, and would be benefitted by the road, should be taxed accordingly, but he did not understand the justice of taxing those who were doing business, who did not own any property, and who could not buy any, from the simple fact that those who owned land would not sell, not at all events, except at exhorbitant rates. If he now paid a rent of £40, the effect of the railroad would be to raise his rent to £60, and thus benefit, not himself, but his landlord. It was a great hardship that so much land was held by parties who would not sell, and who at the same time, did not pay any taxes on their property. He finally was not disposed to vest the power expressed in the resolution in the present Council, until the people at the election had a privilege of voting on the question.

Hon. C. CONNELL believed the resolution expressed the opinion of nearly every inhabitant of the town who pays taxes. He had sufficient confidence in those Councillors who represented the interests of the town, to be quite willing to give them the power sought by the resolution. No doubt the committee to be appointed would, in the contemplated conference, while guarding the interests of the town, act with that degree of liberality and caution, which would ensure the building of the road, and provide for all the necessary matters of detail. After that, it would be necessary to have legislation, when he would tender such advice to the committee, as regards the preparation of the bill as might seem desirable, in order to have what was done, done properly and unanimously. If Mr. Hartley's statements were correct, certainly no great harm could arise out of this action. If the County will take stock to the amount of $40,000 on the road, he was willing the town should take the same, and that would cover nearly the whole amount required. He quite coincided with Mr. Lindsay in the opinion, that the farmers were most directly interested in the road, owing to the increased value it would give to all kinds of produce, and he was glad to find that since the question had been discussed, the farmers had become convinced of the fact, and were now very anxious for the construction of the branch. As had been very properly remarked, there was no time to loose, for if the subsidy was not claimed by the first of April, we should then loose it.

The MAYOR said that if the Committee in conferring with the County Council were successful, and the conclusion arrived at to act under the instructions of this resolution, instead of seeking to have a permissive Bill passed the House he would have the proposition submitted instanter to the people, and upon their approval, the necessary legislation sought to carry it into effect, and thus avoid any unnecessary delay.—He thought a great many people were mistaken in their idea that the general Subsidy Act became null and void after April next. It was not so; our own Act of incorporation did however, but he thought if an effort was made that time could be extended.

Mr. J. G. M'CARTHY said he thought the town had subscribed handsomely already toward this road inasmuch as $40,000 in stock had been taken; every man who could do so possibly showing his interest in the matter by taking one or more shares, and it might be considered a hardship to add not only one-third of the County subscription but also an additional sum under this resolution upon the Town. He believed that the real estate in this town was not now assessed upon its actual value; certain it was that there was lying in the very heart of the town a large amount of property which now paid no tax, income or otherwise, only waiting for us to consent to tax ourselves additional to build a railroad to increase largely the value of that very property. Under the high prices which monopolists put upon their land, and the restrictions with regard to the size and character of the buildings to be erected on it, there was but little to encourage business or enterprise.

The resolution was now put and carried unanimously, after which the meeting separated.

Gift Books at Dibblee's.

Temperance Sermons.

The Grand Division of the Sons of Temperance has sent circulars to the several ministers of the gospel throughout the Province, requesting that they will each preach a sermon bearing directly upon the evils of intemperance, and urging upon their hearers the wisdom of uniting with those who are laboring for the suppression of the vice by moral suasion. In conformity with that circular, Rev. Mr. Bleakeney preached to a large congregation in the Baptist chapel in this town on Sabbath evening last, from the words, "Wine is a mocker, strong drink is raging, and whosoever is deceived thereby is not wise." The Rev. gentleman elaborated upon this apt and striking text of scripture in a manner that must have convinced those who were not already convinced of their duty in the connection. There never was a time when perhaps there was greater necessity for this preaching and practising of temperance.

☞ Some parties, it is said from the Province, rescued forcibly some articles from Mr. Kidder, the Seizing Officer, at Bridgewater, Me., in October last. The authorities at Washington have brought the matter under the notice of his Excellency, who has directed the arrest of the parties.

☞ A telegram from St. John on Thursday evening contains rather exciting news about the Fenian intentions. His Excellency is moving in the matter with energy and promptness, and is expected in town to-day (Friday) to consult with the magistrates as to what steps should be taken here; we suppose at least this is the object of His Excellency in requesting the magistrates to meet him. Such preparations will be made to meet any aggressive approach of the Fenians as will be effective, and no alarm need be felt now. Only keep the powder dry, and the SENTINEL will keep you posted if any emergency threatens.

STAMP PAPERS.—We ought to have noticed long ago two little newspapers devoted to Stamp collectors which are in our exchange list.

The *Stamp Collector's Monthly Gazette* is a very neat and cleverly conducted paper of which Geo. Stewart, Jnr. is the proprietor—published at the Despatch printing office, St. John, at 50 cents per annum.

The *Stamp Argus* is an equally creditable production, printed by Messrs. M'Millan, St. John, and edited by Mr. E. A. Craig, for Mr. R. J. Melvin, proprietor; terms 50 cents.

☞ We believe the prospect for our branch railroad was never more promising than at the present moment. Mr. Hartley, has nearly finished the work of making up the estimates &c., from the survey book. It is found that the first eleven miles from the St. Andrews Railway to the Maduxnakik will average less than 18,000 cubic yards per mile of earthwork; taking the whole distance to the Iron Works it will only be a little over 17,000 cubic yards to the mile—an extraordinary light quantity we believe.

☞ Now has come the season for *big pigs*.—Here is our first record. Mr. James Savage, Richmond, killed 4 pigs, less than 8 months old, weighing respectively 372, 353, 326, and 300 lbs. total 1351 lbs. Send along the next.

☞ The weather during the week has been cold; the creek is frozen over, and the river nearly so.

From A. Williams & Co., Boston, we have HARPER'S MONTHLY MAGAZINE for December which commences the 32nd volume. This No. is notable as containing the conclusion of Dickens' "Mutual Friend," and will be hailed, by those who for the past 19 months have followed the fortunes of the several characters, with great pleasure. The following is taken from the leading paper in this number, and is an illustration of the character and extent of the publishing business in America:—

"The Magazine was successful from the outset. Of the first number 7500 were at first printed. Within six months the number had reached 50,000. The average circulation, taking all the numbers from the first, has been somewhat more than 110,000—in all, fully twenty and a half millions of copies. They would weigh more than 5000 tons, of 2000 pounds. They would measure nearly 2000 cords. They would build a solid wall ten feet high, two feet thick, and almost two and a half miles long. They would make a solid pyramid one hundred feet square at the base, and more than seventy-five feet high. The numbers, laid side by side, would cover 208 acres, or make a pavement two and a half feet wide, and nearly sixty miles long. The separate sheets would cover a path two and a half feet broad, and 4400 miles long. They would carpet almost 16,000 acres, and as each sheet is printed on both sides, they contain more than 31,000 acres of printing."

Photograph Albums at Dibblee's.

Communicated.

TO THE EDITOR OF THE CARLETON SENTINEL.

DEAR SIR,—Your columns are not often crowded with matter from this northern section of New Brunswick, and indeed the very sight of a communication written from this place, may give many of your readers in Carleton County, and other localities, no little astonishment. It is said that variety is the spice of life, and as I have been a constant reader of your paper for the past two years, I should consider that you believe the principle holds good when applied to *Newspapers*; for I know of but few of any public journals affording their readers a greater variety of interesting and useful reading every week than the CARLETON SENTINEL. A letter, therefore, from Gloucester, may add a little to your variety, and at the same time give to some of your readers, at least, a faint idea of how their neighbors in the north are faring.

No two counties could possibly afford a greater contrast than exists between the counties of Gloucester and Carleton. A difference, not in one particular only, but in everything; a difference in society; a difference in the manners and customs of society; a difference in those things which exalt and bless society; a difference in the general business of society; a difference in horses, cattle, sheep, hogs, &c., &c.; a difference in the atmosphere we breathe; a difference in the productions of the earth, and quite a difference in some localities in preparing those productions for use. But one of the greatest differences is the places where you find the people belonging to each county. If you wish to see the inhabitants of Gloucester, go to the towns and villages. If you wish to see those of Carleton, go to the rural districts, the farms. And should the people of Gloucester county continue to leave as fast for the next three months, as they have been doing for the three months past, you may find them in Portland, Boston, New York and other cities in the United States, for scarcely a steamboat or schooner leaves these ports but contains a greater or lesser number of young people, moving! moving! moving! And judging from what I have overheard in the shops, along the streets, in the domestic circle and wherever more than one is congregated, since my brief stay here, were the present Government to visit Gloucester county in the form of one individual, I would not wish to stand in that individuals boots. If a family leaves the country, the Anti-Confederate Government gets all the blame. If a man fails in business, the fault is none of his own, but *'tis* the Government—the Anti Confederate Government. I am not at all surprised, Mr. Editor, that the vacancies in the Government cannot be filled, and that the offices which are filled are fast being vacated, for no government can withstand the pressure of an enlightened public sentiment. *Culpam pœna premit comes.*

Now, knowing your preference to brief articles, I will bring this one to a close, by promising you another from another locality.

Truly yours,
Bathurst, Nov. 1865. CURRANTE CALAMO.

PROVINCIAL APPOINTMENT.—J. Edward Boyd, Esq., to be Inspecting Engineer, on behalf of this Province, under the provisions of the Act 27th Vic. Cap. 3, intituled "An Act in aid of the construction of Railways."

REST, HEALTH AND COMFORT TO MOTHER AND CHILD. — MRS. WINSLOW'S SOOTHING SYRUP, for children teething, softens the gums, reduces inflamation, allays all pain, and cures wind colic. Perfectly safe in all cases. We would say to every mother who has a suffering child, Do not let your prejudice, nor the prejudices of others, stand between you and your suffering child and the relief that will be sure—yes, absolutely sure—to follow the use of this medicine, if timely used. Twenty-five cents a bottle.

Soldiers and Officers in the Army, being exposed to sudden changes, should always be supplied with "*Brown's Bronchial Troches*," as they give prompt relief in a Cold, Cough, or an Irritated Throat.

☞ The latest export from Canada is a crate of Maltese kittens for Baltimore, which city is said to be suffering from a short supply of the feline race. Whether sausage shops abound in that locality is not stated.

☞ St. John City sent over a hundred hogs to Boston by steamer last Thursday. Pork carcasses are coming in hundreds from Prince Edward Island, and the soft weather is spoiling much of the meat. Some of the pork, it is said, had to be buried as unfit for use.

EDITORIAL ITEMS.

☞ Workmen employed in sinking the foundations for a new church at Exeter, England, lately discovered, at a depth of ten feet, some portions of a tesselated pavement, evidently of great antiquity.

☞ An official document at the Indian Bureau gives a tabular analysis of the cost per head to the Government "of killing Indians and squaws." On the Western plains the average cost of killing an Indian has been about $500,000, while for a squaw the cost is nearly $2,000,000.

☞ The Empress Maximilian recently reviewed the Mexican troops in a carriage that cost $40,-000. It was constructed entirely of glass and silver, and the inside lined with white satin and gold lace. She's expensive to somebody.

☞ An engineer at Nashville sent a workman under his locomotive to oil the running gear—and then forgetting his presence, ran his engine ahead just far enough to cut off one of the man's legs. A bystander shouted to warn the engineer, who thereupon backed his engine in dismay, and cut of the other leg of the unfortunate workman. He survived, however, and suing the company for $50.000 damages, has obtained $5,500.

☞ The Ursuline sisterhood in Quebec has lost its oldest member, the venerable Mother Elizabeth. Deceased was in her seventy-fourth year, and was a sister of the Hon. Louis Fleet.

☞ Lord Palmerston was the first to introduce the waltz into England. His dancing at Almack's with Madame de Lieven, a Russian *intriguante*, fifty years ago, was much admired.

☞ There is a coot in Staunton, Va., which was worn for the first time many years ago by a certain man on his wedding day. The garment has since been worn by his eight sons and seven grandsons on the occasion of their respective marriages. The youngest grandson lately sold it for $10.

☞ Some further experiments in what is termed animal grafting has recently been described by Dr. Berl in a paper forwarded to the French Academy of Sciences. He says that if the tail of a rat be cut off, skinned, and then inserted under the skin of the same animal, it will continue to live and grow as before. If a fracture be effected, the fractured parts will join again exactly as they would if the tail were in its natural place; in short, both physiologically and pathologically, the grafted part follows the general laws of nature.

☞ Last year nine hundred new buildings were put up in Chicago. Six of them cost $100,000 each; forty others cost $30,000 each; and eight hundred were worth $1000 each. The total amount of capital employed in building during the year was $6,000,000. The number of new churches was seven; of schools, two; of public halls, four.

☞ The King of Sweden is probably the most democratic of all the monarchs in Europe. He is a popular poet, pays unceremonious calls to the houses of his subjects without regard to their social position, and often accepts invitations to dinner from eminent merchants of Stockholm. Of course, the nobility of Sweden find him vulgar, and avoid the Court, which is not sufficiently aristocratic for them.

☞ In consequence of a collision between the steamers *Post Boy* and *Niagara*, the latter sunk in 20 feet of water, and One hundred of her deck passengers were drowned.

☞ Martin Possange, the oldest bookseller in Europe, died at Paris on October 27. He commenced business at Paris on the eve of the Revolution, 1787, and was the first bibliopole who established efficient trade intercourse with continental and American houses, dealing largely in the export of French literary products and maintaining to the last a high character.

☞ The extreme heat of some of the deep English mines is so great that the men are obliged to work naked, and to have cold water thrown over them at times to revive them. Eighty or ninety degrees is not an extraordinary temperature for a deep mine, and in one case it reaches to 110! The prespiration of the poor miner is so great that he sometimes loses as much as 10 lbs. weight during his day's work.

Christmas Presents at Dibblee's.

American News.

[By telegraph to the Sentinel.]

BOSTON, Nov. 6, p. m.

The President's message delivered in Congress yesterday is dignified and amicable in tone towards late rebellious States; in reference to the propagandism of Republicanism, the President thinks no part of our policy; he would have us do what what Washington sought to impress upon his countrymen, to preserve our system of Government for a blessing to ourselves, and example to be imitated by the world. But if the monarchies of Europe insist on challenging republicans to a trial on this continent, he does not believe the people of this country will hesitate to meet the issue. Our foreign relations are satisfactory, save with Great Britain. The proposal of Earl Russel to submit claims, neutrally agreed upon, to a commission, were declined, because the very matter in dispute was persistently left out. The municipal law of Great Britain with its domestic interpretation, the President proclaims, will not be assented to by this Government, as public law for the conduct of neutrals. But he permits the subject, with the protest, to rest where it is, simply insisting that "for the future, friendship between the two countries must rest on the basis of mutual justice." The correspondence between the U. S. and France in reference to questions which have become subjects of discussion between the two Governments, will at the proper time be laid before Congress. No reference is made to the reciprocity treaty, except that he leaves it entirely in hands of Congress.

Gold 147¾.

ST. JOHN, Dec. 6, p. m.

The city has been somewhat excited to-day over rumor respecting a Fenian raid. The Globe says the Governor received a telegram from Washington, stating a raid on New Brunswick was contemplated. His Excellency telegraphed to Attorney General to come to St. John. On arriving here, Mr. Smith was informed of circumstances, and received his instructions to meet him at St. Stephen; their efforts there, it is thought, will be directed to placing the frontier in such a state of defence as to guard against surprise or incursion from that direction.

After the Attorney General's arrival, the Police Magistrate and Chief of Police were communicated with, as also Bank Presidents, and Col. Grierson; the latter expressed his readiness to co-operate with the civil power for preservation of peace; Bank Presidents were directed to redouble present securities and safe guards; police have been cautioned to exercise more than ordinary vigilance; passengers by American boat this morning were closely scrutinized. Consultations have been frequent to-day between the military officers of Militia and civic officers, and every precaution will be taken to guard against surprise. Military are under orders to be ready at a moments notice.

It is generally felt city can be held against any force that may openly attack it, but as better security, it is said, a request has been made upon Halifax for a gun-boat.

The Globe thinks there is really no cause for alarm, but thinks in face of the warning sent it would be criminal to neglect precautions.

CONVENTION OF COLORED PEOPLE AT CHARLESTON.—A delegate Convention of the freedmen of South Carolina assembled at Charleston on the 20th inst., and organized by the choice of Thomas M. Holmes as President, with the usual list of minor officers. Delegates were present from all parts of the State. We have reports in the *Leader*, the freedmen's paper, of four days' proceedings. The subject of establishing schools for the education of the colored children of the State was the first practical measure which engaged the attention of the Convention, and some resolutions on the subject were adopted. The following were also passed:

Resolved, That, as the old institution of slavery has passed away, we cherish in our hearts no malice or hatred towards those who have held our brethern as slaves; but that we extend the right hand of fellowship to all, and make it our especial aim to establish unity, peace and love among all men.

Resolved, That we encourage among the freed