TERMS of the Carleton Sentinel per annum, $1,60, cash payment in advance. $2 if paid within the year. Clubs of 10, $15, and one to the sender of the club.

Special Notice.—The present system of directing the Sentinel, precludes the necessity of regarding bills. Every subscriber, by referring 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 Sept65, 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 534, 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, SEPT. 23, 1865.

More Important Despatches.

The following despatches have found their way into the public prints of Canada, first, our Government not having, for some reason, as yet unexplained, given them publicity in our *Royal Gazette*. It will be seen how strong the views of the Imperial Government with reference to Confederation are:—

Mr. Secretary Cardwell to the Honorable A. H. Gordon.

(Copy—New Brunswick—No. 88)

DOWNING STREET, 28th July, 1865.

SIR,—I have the honour to acknowledge the receipt of your Despatch No. 53, of the 20th of June, reporting that in pursuance of the Resolution of the House of Assembly, the Honorable *A. J. Smith*, President of the Council, and the Honorable *J. C. Allen*, Attorney General, had been appointed delegates on behalf of New Brunswick to represent to Her Majesty's Government the views and feelings of the House and of the people of that Province on the subject of the union of British North America. Having had the honour to confer with these gentlemen, I have answered them in entire accordance with the Despatches I have addressed to you, explaining the views of Her Majesty's Government on the subject of Confederation. I also observed to the Deputation, that, as regards an union of the Maritime Provinces, Her Majesty's Government can give no countenance to any proposal which would tend to delay the Confederation of all the Provinces, which they are so desirous to promote, and can only aid in the promotion of a closer union between New Brunswick and Nova Scotia if that closer union be auxiliary to and form part of the scheme for general union.

I have, &c.,
EDWARD CARDWELL.

Lieutenant Governor, The Hon. A. H. Gordon, C. M. G., &c., &c.

INTERCOLONIAL RAILROAD.

The next despatch is one of importance as indicating most conclusively the feelings of the Canadian Government with regard to the Intercolonial, as an auxiliary or consequence of Confederation. We have always regarded that railroad as the most important item connected with the scheme, and now we have an additional assurance that with Confederation we would be most likely speedily to have the union.

Mr. Cardwell to Lord Monck.

(Copy—Canada—No. 120.)

DOWNING STREET, 22nd July, 1865.

MY LORD.—I think it right to apprize your Lordship that I receive communications, which lead to the conclusion that more positive assurances from Canada than have yet been given to the Maritime Provinces on the subject of the readiness of Canada to ensure the prompt completion of the Intercolonial Railway in the event of Confederation being adopted, would be very satisfactory to the friends of the measure in those provinces; and encourage their efforts to recommend the scheme of Confederation to those of their countrymen by whom it has not hitherto been supported.

I have, &c., EDWARD CARDWELL.

Governor Viscount Monck.

Lord Monck to Mr. Cardwell.

(Copy—No. 165.)

QUEBEC, August 14th, 1865.

SIR,—Referring to your despatch No 120 of July 22nd, I have the honor to transmit a copy of an approved minute of the Executive Council of this Province on the subject to which your despatch refers.

I may add the expression of my own personal conviction that there ex sts amongst the Ministers and Members of the Legislature of the Province not only the determination to construct the Intercolonial Railway so soon as the union of the British North American Provinces shall have taken place, but the strongest desire for the early completion of that most important work.

I have, &c., MONCK.

(Copy.)

Copy of a Report of a Committee of the Executive Council approved by His Excellency the Governor General, 14th August, 1865.

The Committee of Council have had under consideration the Despatch No. 120 of Her Majesty's Secretary of State for the Colonies dated 22nd July, 1865, suggesting the propriety of some more positive assurance being given by the Government of Canada to the Maritime Provinces on the subject of the readiness of Canada to ensure the prompt completion of the Intercolonial Railway, in the event of Confederation of all the British North American Provinces being accomplished.

The Committee can only reiterate the declaration of the Government and Parliament of Canada, that they regard the construction of the Intercolonial Railway as a necessary accompaniment and condition of Confederation, and that not a day will be unnecessarily lost after the accomplishment of Confederation in commencing the work and prosecuting it to completion.

Certified, W. A. HIMSWORTH,
Asst. C. E. C.

New York Herald on Confederation.

The New York *Herald* in a labored article, recently, after examining into the position of England with regard to these Colonies and Confederation, thus discourseth right amiably:—

A NEW NATION TO BE BUILT UP ON THE AMERICAN CONTINENT.

"But why should the United States object to England's defending her Canadian possessions?" is asked by some. If it should be necessary to answer the question at all—for this and all other pleas will be swallowed up in the simple determination of the American nation to carry out, in its fullest sense, the principle known as the Munroe doctrine—a satisfactory reply would be found in the fact that England designs building up a "new nation" on the American continent, and that her intentions were a short time since, and may be at some future period, aggressive and not defensive. Let us see the proof:—

The Westminster *Review*, in an article on Intercolonial confederation, says, when this is consummated, "*the establishment of a great British Power on the American continent will cease to be the glorious vision of a remote future.*"

The London *Herald* says of Confederation:—"The great object of the British government *is to erect a new and a strong nationality on the north bank of the St. Lawrence.*"

The London *Standard*, foreseeing that the aggressive policy of England must involve the nation in war, endeavors to warn her of folly and to place a curb on her ambition. It points out the hostile attitude of this "new nation," its armaments—its fortresses—its squadrons upon the local waters—its drafted militia—and says:—

"These are the vital points of the scheme, which will have to be most closely examined and most stringently discussed, in order that the nation may not be dazzled into the adoption of measures calculated to embarrass in the future both England and the colonies themselves."

The President of the Provincial Council, after visiting England and learning her ultimate design, says in his organ, the Toronto *Globe*, of August 19:—

"It (confederation) is looked upon by an overwhelming majority as the measure which is to *consolidate the British power on this continent and to build up a powerful nation in the North* which shall not be in danger of being absorbed by the United States."

The London *Times*, in a review of the past six years' history and changes of the American continent, says:—

"*Mexico has become an empire, and Canada is preparing to assume a new political existence.*"—There is a world of significance—a volume of warning in these few words.

Will the United States suffer England to build up this "new nation" on the American continent? Will our government pause and hesitate in its policy until gunboats and frowning batteries and bristling bayonets meet us at every point along our borders, and tens of thousands of lives and millions of dollars worth of property of our own citizens pay the forfeiture of vacillation and delay? or will it act promptly and at once, and seize and bind this arrogant and aggressive Power while it can do so probably without the loss of a life, certainly without entailing upon our citizens any serious sacrifices?

COULD ENGLAND HOLD HER COLONIES?

We have already expressed the conviction that England will never give up her provinces without a struggle. She would not willingly yield the military position which the Canadas afford her to hold a check upon the only Power she fears, and the only one she believes capable of wresting from her both her military and her commercial supremacy. She would not set to her other dependencies so injurious a precedent as the surrender of her greatest colonies. She would not voluntarily give up Quebec. Its defences have cost her over ten millions of dollars, and to haul down her proud flag from its citadel would be to lower its renown and abate its prestige wherever it flies.

But could she hold possession of Canada if she would? A call to arms to avenge the insults and the injuries we have suffered from England; to punish her treachery during our troubles, her secret and threatening policy since they were ended, would be answered by an outpouring of the American veterans of war which would suffice to sweep the province from Lake Superior to the St. Lawrence Gulf.

Our gunboats would be in the St. Lawrence before England could strip a vessel for action, and at present, at least, she has nothing here to meet them.

Her little garrison in Canada would be wiped out of existence, and the passage of fresh troops into the province would be barred. The Grand Trunk Railroad, running along the shore, would be instantly destroyed at as many points as necessary. The military roads would be in our possession. We should hold almost without resistance all the main points in the province—Niagara, London, Kingston, Montreal. Quebec would be in our hands, and with the accustomed promptness of American soldiers earthworks would spring up in a night upon Point Levi, and our hold of the key to the province would be confirmed.

In the meantime the whole border would be open to attack and undefended. The Grand Trunk Railroad would be destroyed, if necessary, along the entire shore, and the St. Lawrence canals would share the same fate. But we should not now forget the memorable remark of Webster, that "when an American woodsman undertakes to fell a tree he does not begin by lopping off the branches, but strikes his axe at once into the trunk." And when England's troops reached this side of the Atlantic they would find Quebec in possession of the American army, the railroad as far as Riviere du Loup a wreck, and the military roads to Canada rendered impassable.

That we could do all this before England could transport a ship or a man to the scene of operations is beyond dispute. It is no idle threat, but a logical deduction from our known military strength and capacity.

Where, then, would be the use of resistance on her part? And yet she probably would resist, and by resistance might add to her other losses the loss of her maritime provinces and of every foothold on this side of the Atlantic.

Assessment for Support of Schools

At a meeting of Carleton County Teachers' Institute held on Saturday, 16th inst., among other resolutions, the following, relating to assessment for the support of Schools, was adopted:

Whereas the Municipal Council of this County at their late meeting, gave an expression in favor of assessing the County for the support of the Schools thereof; and Whereas the question is likely soon to be left to the people of the County for their decision, Therefore *Resolved*, that this Society fully approves of the principle, inasmuch as the interests of Education will be much promoted by its adoption, as manifest from the following, and many other reasons that might easily be assigned:

1.—It will add largely to the number of Schools and, we believe, greatly increase their average attendance; while it will bring a much larger Provincial Grant to this County without any additional cost to the people.

2.—It will cause a much more regular attendance of pupils, and beget emulation among them as the classes will be larger and more constant in attendance, thus enabling Teachers to do nearly double the work in the same time, while it will also give an additional inducement for Teachers to become efficient in their profession.

3.—It will cause the erection of many new School Houses.

4.—It will obviate many local prejudices which now arise by establishing Schools under the present system, at the same time it will lighten the burden of School support on the poorer classes of society, and give *Free Schools to all*; while it points to a future for Carleton when she shall be as noted for her Literary, as she now is for her Mineral and Agricultural resources.—*Com.*

☞ Harvesting is about ended and the result has been most gratifying. Notwithstanding the alleged prevalence of the rust, and weavil in the wheat, and the disease in the potatoes, we have heard of many farms which have been exempt entirely from these. And while, had there been no such drawbacks, the general aggregate of crops would have proved enormous, as it is they will be unusually large. We have seen some fine specimens of wheat clean and heavy, raised on Hon. Charles Perley's farm; and Anthony Kearney, Esq., raised oats well filled and heavy which stood in the straw over six feet high.

We are reminded here of the fact that the Carleton County Agricultural Society does not intend to hold any Exhibition this autumn.—They do intend, however, we understand, to send delegates to the United States for the purpose of purchasing stock for the Society—perhaps this will be a more desirable and profitable investment of money.

☞ The following, by telegram from Fredericton, reached us through the kindness of Mr. Welch, of the telegraph office here:—

Fredericton, Sep. 21.

Judge Parker appointed Chief Justice; A. J. Smith, Attorney General; John C. Allen, Judge.

☞ The Rev. Thos. Powers will preach this (Saturday) evening, at 7½ o'clock, and to-morrow, (Sunday) at 11, a. m., in the Baptist Meeting House in this town.

BIG CUCUMBERS.—We plucked some cucumbers last week from our own vines, so large that they deserve notice. Five weighed 16 lbs., and measured 10 feet 7 inches, or an average of 2 feet 1½ inches each. They are not monstrosities, but simply a large variety, and as excellent for table use or pickling as they are large.

☞ As will be seen by advertisement, Messrs. Atherton have commenced running their stages between Fredericton and Woodstock. It is said that cheap fares as the result of two lines being on the road will now obtain.

☞ His Honor Judge Ritchie, and a number of legal gentlemen from St. John and Fredericton, arrived in town on Monday evening *en route* for Grand Falls, to attend the Circuit Court which commenced its sitting there on Wednesday last.

☞ The absence of the Editor will account for any lack in quantity of editorial, general and local.

☞ By Tobin's Express, through the agent, G. W. Vanwart, Esq., we are in receipt of late American papers.

☞ We regret exceedingly that we were unable to accept an invitation to be present at a School Pic-Nic held in the Orange Hall, Jacksonville, on Wednesday afternoon and evening last. We learn from those who were present that there was a large gathering of pupils, parents and friends, and that the affair passed off in a manner highly satisfactory, eliciting from the parents of the scholars, as well as visitors, the highest encomiums upon the teacher, Miss Minnie C. Watson. The programme consisted of a sumptuous repast, recitations dialogues, vocal and instrumental music, &c., in all of which both young and old seemed to enter with a hearty zest. Rev. Mr. Harrison presided at the meeting and addressed the assembly in a few pertinent remarks.

☞ Hon. J. C. Allen has arrived safely in Fredericton from England.

Communicated.

TO THE EDITOR OF THE CARLETON SENTINEL.

DEAR SIR,—Having heard that in a late No. of the *Woodstock Acadian* there were some severe comments on the management of the street repairs this season, I obtained a copy of the said paper dated the 16th inst., and found the article I suppose referred to, in which the good Editor, or writer, says, he "desires to put it calmly and seriously to the Town authorities whether there is any justification which they can present to their constituents for the manner in which the street repairs have been managed this season;" the above certainly implies the whole of the repairs. Again, the writer asks, "In the name of common sense why waste hard earned money in throwing black mud and weeds out of the ditches on the centre of the streets, or in building paved ditches on side-hills where water never will run." The only construction I can possibly put to what is implied in this double question is, that the whole of the repairs of the season consist of the above, and taken in connection with the first assertion, the whole of the money spent upon the streets this season has been so spent. Now, sir, this may be *calmly* and *seriously*, but it is not honestly, fairly, or truthfully written. The black mud and weeds I suppose referred to, was simply a two-and-sixpenny job of cleaning a ditch, in which some five dollars at least was saved in hauling the dirt away and hauling other on to fill the hollows on the side, not "centre," of the street adjoining the ditch, previous to gravelling. Again, as regards the "paved ditches on side-hills where water never will run," in asking one question before I proceed, allow me to use the refined and sublime language of the *Acadian* writer (for I cannot believe it to be the Editor), "*in the name of common sense*" if water never will run in paved ditches on side-hills where will it run? Now, as regards the truthfulness of this assertion, there is not, nor has been, a paved ditch built in Town up to this date. Two short pieces, by way of experiment, have been begun; since they were begun their has been a fine shower, during which the water ran not only *calmly* and *seriously*, but fairly, honestly, and very beautifully, in a common sense way, down the side hill, in the pieces of paved ditches partially constructed, notwithstanding the writer referred to had said, in other words, "Thus far shalt thou go and no farther." Now, Mr. Editor, I hereby tender my services to the writer in the *Acadian*, if he be a gentleman, to accompany him at any time he may appoint over the eighteen or twenty miles of streets and side walks in this little town, and point out to him all the work done this season by way of repairs and improvements; show to him by facts and figures how "cheerfully" the taxes are paid and when, that enabled the Surveyor so to repair and improve, as well as the cost of all the work so done. And it he accepts of this offer, I will bet the biggest apple in Johnson's Saloon he will acknowledge himself one of the characters referred to in the old yet truthful adage, "None but children or fools judge hall finished work."

Yours, &c.,
JAS. H. JACQUES,
Road Surveyor.

Woodstock, Sep. 16th, 1865.

Colonial News.

UNIVERSITY OF NEW BRUNSWICK.—The Michaelmas Term of the University commenced on Thursday, Sept. 6th. On that day the students, both new and old, who intended to pursue their studies at that institution during the coming year, assembled, when Prayers were read by the President. Dr. Jack then spoke impressively to the students as to the duties which they owed to the University, to their parents and to themselves. He also called the attention of the Freshmen to the most important of the statutes, and warned them of the consequences which would result from any wilful and continual breach of the same.

The examination of the Freshmen for Matriculation and for contested County Scholarships took place on Friday and Saturday last. The examination for Matriculation *only* was conducted *viva voce*; but that for Scholarships by written questions, as that method is considered a more sure and certain test. The contests were very close for the counties of York, Kings and Northumberland. The following is the order of merit of each student as far as could be decided by these trials:—

1. Foster, Kings, (Scholar.)
2. Puggsley, Kings.
3. Russell, Northumberland, (Scholar.)
4. Mathieson, do.
5. McDonald, St. John.
6. McLean, do.
7. Edwards, York, (Scholar.)
8. Coulthard, do.
9. Slipp, Queens, (Scholar.)
10. Sivewright, Gloucester, (Scholar.)
11. Keegan, Victoria, (Scholar.)
12. Macpherson, York.
13. Bennett, do.
14. Stirling, Sunbury.
15. Smith, Restigouche, (Scholar.)
16. Tapper, Woodstock, (Scholar.)

Thus Messrs. Foster, Russell, and Edwards won the Scholarships for Kings, Northumberland and York. It must be gratifying to all friends of a liberal Education in the Province to find so large an increase in the number of new students. More even than have now martriculated are expected in the present term, so that the new arrivals may amount to a score. We are glad to learn that all the rooms in the University itself are occupied. This must be of great assistance both in enforcing discipline and in creating an *esprit de corps* amongst the students themselves. It will be seen that nearly every County in the Province is represented, so that the influence of the University may soon be expected to extend itself into every corner of the country.—*Reporter.*

It is a fact that a subordinate in the Railway employ has been dismissed. His crime is that he left his business here and went to Dorchester and voted for Confederation. If he went off without leave of absence he deserves a reprimand; but we are sorry to see the Government allowing the inauguration of the dismissal policy. The question of Confederation was not one of mere party politics. It rose far above this, and dissolved, or at least, severed our local political parties. It was such a large question that one of the highest officials in the land—a Judge in the Supreme Court—actually advocated it from the Bench, no doubt honestly, and believing that he was doing a patriotic work. Had he regarded it as a mere party question he would never have done this. Now, if the Government intend to proscribe men because they acted up to their conviction—let them make a clean sweep. Let them not go upon expediency, dismissing some subordinate who is not in a position to harm them, and passing over influential men. Let them either apply the same rule to all. The best thing for them to do, however, is not to do anything. It is an unsound principle that they are encouraging, and one that if persisted in will injure themselves and the country. We hope that the day is not far distant when the management of the Railway will be taken from the Government of the Province. Ever since the work commenced it has been a source of annoyance in that all kinds of persons, on both sides of politics, have been pestering Commissioners and Governments for situations upon it. No doubt the place to which we now refer is to be made vacant for some election runner, or canvasser, or for the cousin, brother, or son of somebody who has a vote to give in the House of Assembly or who can control a dozen votes at an election.—*Globe.*

☞ Thirteen men have already deserted from the detachment of the 16th Regt, sent to P. E. Island to keep the Tenant Leaguers in check, £20 sterling is offered as a reward for the apprehension of each or any one of the deserters, but not a man has yet been arrested.

Important Notice.

Too late for insertion this week, we received a document, signed by nearly every business man in town, in relation to the silver currency. We give the gist of the article:—

"We, the undersigned merchants and business men of Woodstock and vicinity have decided that on and after the 23rd inst. to take Sovereigns, British and American Silver, at the rate fixed by Law, which is as follows:—English Sovereign, $4.87; do Crown or 5s piece, $1.20; do half Crown or 3s 1½ 60 cts.; do. shilling, 24 cts.; do. six pence, 12cts. American half dollar, 48 cts.; do. quarter dollar, 24 cts."

PUBLIC ENTERPRISE.—We have lately held a few moments' conversation with Mr. Wortman, the proprietor of the River de Chute Mills, on the subject of his application to the House of Assembly for a charter to establish a company for conveying sawed lumber, &c., from the up-river districts to Fredericton—thence to St. John, and thence again to foreign markets. Mr. Wortman has secured the co-operation of an American company with a capital of $200,000, who propose to carry on their operation between Spring Hill, Fredericton and St. John—the two latter ports to contain depots for storing—by means of seventy-two boats or barges, a part of which will proceed, whenever the height of water will permit, as far upward as the Grand Falls. One or two steam tugs will be kept employed in towing the loaded boats through the Falls between St. John and Indian Town; and will as occasion may require, extend their trips further up the river, in order to facilitate the conveyance of sawed lumber from the mills by the way to St. John docks, which will be held in readiness by the Company.

The above is a brief outline of the plan matured by Mr. Wortman; but it is of course contingent upon the company's being able to secure a charter from the House of Assembly. Last winter the application failed, it is said, in consequence of a defect in the limitation clause, but it is proposed to place the Bill of next session in a position to obviate the probability of its rejection.

We need not say how deeply the proprietors of the wood trade of the whole country, on either side of the River St. John, are interested in the proposed undertaking; or how much benefit it would confer upon the cities of St John and Fredericton.—*Reporter.*

Farnworth & Jardine's Timber Circular, Liverpool, Sept. 1st, says.—The market of late has assumed a rather firmer tone, though with little improvement in prices; there has been a fair consumption, nevertheless stocks still continue excessive.

Spruce Deals are in better demand, at slightly advanced rates; there has been a moderate import, and stocks are within a reasonable compass.

The aggregate tonnage from the British Colonies to this date in 1863, 1864, and 1865 is respectively 152,695, 169,024 and 169,638 tons.

Spruce and Pine Deals—St. John, &c., have been sold at from £6 15s. to £7 2s. 6d. per standard, and P. E. Island, &c., at £6 7s. 6d. to £6 15s. per standard. To-day, by auction, the cargo of St. John Spruce, ex "J. R. Keeler," (of very superior specification) averaged £7 6s. 6d., and the cargo, ex "City of Brooklyn," £7 3s 6d per standard.

Boards and Scantling.—The former have been sold at £6 5s. to £6 17s 6d., and the latter at £6 10s. to £6 5s per standard.

FIRE.—Yesterday, Sunday morning, a fire broke out in the store room of Mr. Samuel Dunlap, rigger, on Robertson's wharf, York Point Slip. Before it was put out it destroyed Mr. Dunlap's building, Mr. J. & T. Robertson's warehouse, and the coal store of Messrs. R. P & W. F. Starr, with nearly all their contents. The Robertson's lost a quantity of salt, and some puncheons of molasses. Their whole loss is estimated at $6,000. Mr. Dunlop lost his stock of working gear, a quantity of rope, the entire blocks and some rigging of a new bark. We understand that he had no insurance on the stock, but the building was covered. Messrs. Starr's coal was partially damaged. The sails and main topmast of the brigt. New Zealand, lying at the wharf, were burnt, and a schooner was somewhat scorched. The fire is supposed to have originated through the combustion of coal gas. The steam Fire Engines were early on the ground and did good service.—*Journal.*

COMMON COUNCIL.—At a meeting of the Common Council held this morning, the following was adopted, with only three dissentient voices:—

To His Worship the Mayor and Common Council of the City of St. John:—

The Committee on Railway Extension westwardly beg leave to make the following report, and recommend,

That the City Corporation do agree to take Stock to the extent of $60,000 in the E. & N. A. Railway Company from St. John westwardly;

And that in the event of the line of Railway or branch thereof being extended by said Company from the starting point on the west bank of the river St. John into Carleton, that the West side of the Harbour be held and agree to become bound for the payment of one-fifth part of the interest required annually on the money required to pay for the Stock in the said Company. If, however, the line be not so extended into Carleton, that the West side be not held or be called upon to pay any part of the said interest;

That a Bill be prepared to go before the Legislature to carry out the above recommendation, and that His Honor the Recorder and Common Clerk be directed to prepare the same, under the direction of this Committee.

Respectfully submitted.
T. R. JONES,
A. ROWAN—first part only,
JOHN MCGRATH,
S. L. BRITTAIN,
T. M. MCLAUGHLAN,
JOSEPH CORAM.

An outline of the discussion on this report will be given to-morrow.—*Globe.*

We presume there is scarcely an intelligent reader in the province who has not heard that Mr. Anglin was the great champion of Western Extension *as a Government work.* All have heard of his hustings speech in which he declared that he would not support a Government that would not undertake it, but would oppose them. His friends and satellites have rung the changes on this project and have done all in their power to intimidate and obstruct the E. & N. A. Railway Company, contending that the Government alone should build it. Undoubtedly, the spoilsmen of the party—the office-seekers and canvassers, were anxious to secure contracts and Government situations in connection with the expenditure of from two to three millions of dollars of public money. Many others who voted for Mr. Anglin and his five colleagues at the St. John Elections, believed him to be sincere in asserting that if he and they were elected the new Government would proceed with the work immediately. But what are we now told was the decision of the present Government from the very first? The *Freeman* of Thursday says:—

"*The Government, from the very first declared that they desired to see the road built by a Company*, and that they would do all the law permitted, to aid any *bona fide* Company, 'having sufficient capital,' that undertook the work."

Comment on this admission is scarcely necessary. It places Mr. Anglin in the most humiliating position ever occupied by a man pretending to hold views on public questions. We trust we shall never again hear a word from his lips respecting "Western Extension as a Government work."—*Journal.*

EDITORIAL ITEMS.

☞ A telegram from Bangor on Saturday, states that the prospect of raising the $500,000 in private subscriptions for the Railway to New Brunswick is good. One gentleman had put down his name for $20,000, followed by a number of others for $10,000 each. We understand that over $30,000 has been subscribed in St. John since Thursday. This is very encouraging.—*Journal.*

☞ Among the strangers in town to day we observe the Honorable George M. Robertson, Judge of the Supreme Court of the Kingdom of Hawaii, (Sandwich Islands), and brother of Mr. Alex. Robertson and Mr. James Robertson, of this city. Judge Robertson left St. John twenty-four years ago in a whaleship, and landed at the Islands, where he studied law, and by his ability preseverance, industry and integrity has risen to his present honorable position. He is the guest of his brother, Mr. Alex Robertson.—*Globe.*

☞ A malady had frozen out among the lemon trees of Sicily. A black spot first forms on the bark and then extends until the whole trunk is covered, when the tree dies.

☞ Owing to the long drought, the wells in this vicinity are very low, and water is scarce; the pastures are being dried up, and the fall feed is so poor that the cows have fallen off in their milk, which has led to a rise in the price of butter.

Good potatoes are now selling at 60 cents a bushel.

The new brigantine at the building yard Indian Point will soon be ready for launching; she is pronounced by competent judges to be a good specimen of naval architecture. We learn that the frame of a ship will shortly be set up in the same yard.—*St. Andrews Standard.*

☞ A Fire at Liverpool, Nova Scotia, on 14th, destroyed 14 houses, including the Baptist and Methodist Churches. Loss estimated at $40,000.

☞ It was stated at the temperance convention at Saratoga, that the names of thirteen hundred rich men's daughters in New York are on the list of applicants for admission to the Asylum for Inebriates at Binghamton, in that State.

☞ Yesterday on board the *Anna Augusta* on the passage from Fredericton, an American gentleman was robbed of $500. He had laid his wallet down for a few minutes while settling his fare, when it with its contents ($500) was found to have been stolen. The other passengers zealously assisted to detect the thief, and submitted to be searched, but without success.—*Telegraph.*

☞ Eighteen months ago a man paid $5 for a paper of pins and $90 for a small turkey, at Wilmington, N. C. Both can now be had for 50 cents.

☞ It is said by the Cincinnati Commercial that the military force of the United States now consists of 18,000 regular troops, 100,000 volunteers and 90,000 colored troops—in all 208,000 men, of whom 105,000 are reported as on duty in the field.

Dunlop, an inventor in France, has designed a new umbrella, which is a simple walking stick without any covering, from which the rain spreads out in the form of an umbrella. The principle is as yet a secret, but is supposed to be a new application of electricity.

☞ During an irksome delay of two hours on the Troy and Boston Railroad the other day, two young men, just to kill time, proposed to two young ladies respectively, and a clergyman being at hand, were married on the spot.

☞ One town in Rhode Island has made a gain of seven in population in five years. A growing place.

☞ Out of a population of 6000 at Pit-Hole City, Pa., not fifty are females.

☞ The Japanese envoys arrived at Marseilles by the Nyanza. The following are their euphonious names: Shibata hugano kami, Midzousima Rakutaro, Shoda Saburo, Fomita Tatsuda, Ooana Sokunosko, and Foukutchy gen itchy.

☞ The estimated cost of the monument to Mr. Lincoln, to be erected in Springfield, Ill., is two hundred thousand dollars, and the sum thus far contributed toward it is fifty thousand dollars. Of this amount the City of Chicago has furnished a total of precisely two hundred and eighty-nine dollars and fifty-seven cents.

☞ James Morgan, a Detroit printer, has just fallen heir to $90,000 in gold, which is on deposit in the bank of England.

☞ A Philadelphia soldier lately returned from Admiral Dahlgren's squadron, comes accompanied by a diminutive tame pig, a native of South Carolina, which follows his owner like a dog. This comical looking little pet answers promptly to his name, and trots through the streets at the heels of his master. He is five months old and not larger than a rabbit.

☞ A philosophical cabman in Mobile, thus speaks of the section over which his wheels make their tracks:—"If you run over a youngster down in this here ward" said he, 'the folks dont say nothin'—kase they have got more children than wittles for 'em—but you jist run over a goat, or a kid, or a pig, and blest it a mob ain't arter you in two mints!'

☞ William Brown, a returned soldier, has been arrested at Davenport on the charge of attempting to pull out the tongue of a young woman whom he had betrayed by a sham marriage. The woman is very ill and unable to speak, in consequence of his inhuman treatment.

☞ At Elmira, N. Y., lately, an indignant husband applied to a justice of the peace for a warrant against a Baptist clergyman, his offence being that he had baptized complainant's wife without his knowledge.

☞ From Egypt the *Gazette du Midi* gives details of the ravages caused by the cholera, which has now almost ceased. In one village in the Delta, celebrated for the cultivation of water melons, the whole of the inhabitants died. Being unable to sell their fruit, they ate it themselves and died to the last man. It was necessary to employ forced labor to bury the last. In all it is said that 82,000 victims of the contagion and bad living were buried in Egypt within six weeks.

☞ In London a boy of fifteen hung himself because the servant girl took away his candle when he was reading "Pickwick Papers."

American News.

BOSTON, Sep. 18.

A large fire in Augusta, Me., yesterday, destroyed the entire business portion of the city. Every lawyer's office in the city—all the banks—two hotels—the Post Office—the express and telegraph offices—all the dry goods stores, bookstores and clothing establishments—were consumed. Loss over half a million.

A delegation from the South has arrived in Washington to urge the release of Jeff. Davis without a trial. Gold 143¾.

BOSTON, Sept. 20.

N. Y., 20.—Steamship Damascus with dates to 8th, has passed Farther Point, her news is barren of interest. Queen Victoria would return to England from Germany on the 8th. The Annual meeting of the British Association for the advancement of science had commenced at Birmingham. The Paris Moniteur is highly satisfied with the manner in which the people of England greeted the French fleet. It says, "The friendly relations existing between England and France are founded on mutual interest and the uniformity of their principles in matters of public law. They rivalled one another in disinterestedness to assist the independence of the Ottoman Empire, and when France had freed Italy, England determined no longer to retain the Ionian Islands and consented to restore them to their original nationalities."

A poultry pestilence is reported to be raging round Paris

NEW YORK, Sept 21, p. m.

There is no news of interest whatever this afternoon; the Gold market remains firm with but little speculation; quotations range from 143¾ to 144.

PALPITATING BOSOMS.—Under this heading we find the following in the last number of the *Scientific American*. But for the respectability of the journal which gives publicity to it we could not have imagined that such things could be.—"Not a small amount of ingenuity has, within the past few years, been exercised by our inventors for the improvement and embellishment of the human form divine. For ladies' hoop skirts there have been patents almost innumerable, and in machinery for making them the inventions have been many. We have also patent hats and bonnets, patent corsets, a patent waterfall, and a patent is about to be applied for on an instrument for parting ladies' hair. The climax is, however capped by the latest improvement, which is no less than a self-acting palpitating bosom; so that if our inventors cannot manufacture emotions, they can at least produce the means of simulating them."

A MONSTER CHEESE.—The Utica *Herald* speaking of the Cheese Manufacturer's Hall, on the State Fair ground, says: "The cheese will be ranged around on three tiers of shelves, sloping back like steps. In the centre will be a throne for the Queen cheese from Canada, a daughter of milk, weighing some 4,000 lbs. The dame measures some 20 feet round her waist, although she is but 4 feet high. We hope no accident will happen to her on the cars, for we would like to see this British lady."

THE HAYTIEN REBELLION.—It appears from the latest Port au Prince advices that President Geffrard, of Hayti, left that place on August 25th, for the seat of war, taking with him 1,600 men. The insurgents had been repulsed in all their advances, and the recapture from them of the town of Cape Haytien was daily expected. It was rumored that Fort St. Michel had already been captured by the national troops, with sixty prisoners. Several of the Haytien newspapers denounce the excesses committed by the revolutionary leaders in breaking open stores and robbing merchants to pay their soldiers.

COUGHS.—The administration of Medicinal preparations in the form of a *lozenge* is of all modes the most eligible and convenient, more especially as regards a COUGH REMEDY. "*Brown's Bronchial Troches*," or cough lozenges, allay irritation which induces coughing, giving instant relief in Bronchitis, Hoarseness, Influenza and Consumptive and Asthmatic complaints.

We learn from the Bangor *Whig* that a European and North American Railway meeting was held in the City Hall, Bangor, on last Wednesday evening. The Committee on Resolutions submitted the following resolutions which were unanimously adopted:

Resolved, That the completion of the line of the European and North American Railway, across the breadth of Maine, connecting the maritime Provinces of British North America with the United States and Canada, is a work of both national and international importance, and of the greatest immediate value to the State of Maine, and especially to the City of Bangor and the eastern portion of the State, attracting by this route the great stream of trans-Atlantic travel, making Maine commercially a central instead of a frontier State, developing the rich resources of this eastern portion of the continent, heretofore comparatively overlooked, and opening them up to the enterprise and thrift of New England.

Resolved, That by the friendly co-operation of the Governments and people of Maine, New Brunswick and Nova Scotia, this railway can now be secured by a moderate subscription of capital on the part of the people of Maine.

Resolved, That the European and North American Railway is, in the language of the report of the Committee on Coast and Frontier Defences of 1855, "*the greatest possible enterprise for Maine*," and that all the citizens of the State who are interested in its welfare, should be appealed to, to provide the aid now required for its completion.

Resolved, That the city of Bangor from its geographical position as the commercial centre of the State of Maine, is called upon to take the lead in this great enterprise, and the citizens of Bangor and vicinity here assembled, pledge to the other sections of the State, their best efforts towards carrying forward to completion the European and North American Railway.

Resolved, That a committee of ten be appointed to take charge of the work of rising, in conjunction with officers of the Railway Company, the subscription now required to construct the line from Bangor to St. John city, with a branch line to the Aroostook; with authority to fill vacancies and add to their number as they may deem expedient.

Resolved, That the thanks of the people of Maine are due to the present Board of Directors of the European and North American Railway Company, for their sagacity, persistency and ability, in securing for it valuable grants of aid from the States of Maine and Massachusetts, and the favorable co-operation of the commercial public, and Railroad Companies, between Halifax and New York and Montreal, that a steady continuance of effort in the same direction must secure the capital required for its completion.

After the resolutions were adopted—

"Mayor Dale then made some energetic and able remarks, bringing before the meeting the importance and necessity of this road to Bangor if we would save the great and increasing business of the Aroostook region to our city, also urging upon the business men of the city that they should put their hands in their pockets and subscribe liberally to raise the sum which is necessary to secure an immediate commencement of the work.

"Mr. Alvin Haines, of Mattawamkeag, a practical business man of that region was called upon by Mr. Rowe, and made some statements of his personal observations of the great amount of business which has already been diverted from our city by the St. Andrews Railway."

LATER FROM ENGLAND.

Arrival of the CITY OF BOSTON.

The steamship City of Boston, with Liverpool dates to the 7th, arrived at New York on the 18th.

The Confederate bond holders held a meeting in London on the 4th inst. and debated their prospects. Some of the speakers even contended that the Federal Government was responsible. The meeting offered so little ground for hope that the bonds declined one per cent. The Liverpool Post points out that the trade between the Mersey and the Southern ports is resuming its old activity. Many ship have sailed, and more are preparing to sail for the cotton ports.

Sir William Hamilton, Astronomer Royal of Ireland, is dead. Five of the leaders in the recent Fenian demonstration at Black Rock, near Dundalk, have been committed for trial at the Assizes, without the privilege of bail. The prosecution was instituted by orders from the authorities at Dublin Castle.

The Mark Lane Express fears that three-fourths of the English Wheat crop will prove to be in a bad condition. The Cattle plague continued its ravages. It is stated to have made its appearance in the County of Donegal, Ireland. The Common Council, of London, have headed a subscription with £1,000 to compensate persons who had been compelled to kill diseased animals.

The Emperor and Empress of the French, and the King and Queen of Spain were about to exchange visits at San Sebastian and Biarritz.

A great fire occurred at Stamboul, 2,500 buildings were burnt, and the fire was still raging on the 6th.

The Navigation Treaty between England and France has been signed.

Markets—Breadstuffs quiet; provisions steady; produce firm. Consols 89½ a 90. U. S. 5-20's, 60½

(*By Telegraph to Carleton Sentinel.*)

Later by the AUSTRALIAN.

NEW YORK, Sept. 21.

The Steamship Australian, with dates to 10th, has arrived. The London Times has an editorial opposing the project of saddling England with heavy obligations on account of the International Railway from Quebec to Halifax, and arguing against the expediency of the undertaking. The Cork Reporter announces that Government had ordered a number of gunboats and 2 men-of-war to be stationed off Bantry Bay, and other stations, on the west coast of Ireland. Mrs. Moore, widow of Thomas Moore, the poet, is dead. The Paris Patrie says a monument is to be built at Portsmouth to commemorate the visit of the French fleet. State accounts from Constantinople place the destruction of buildings by the stamboul fire at 2800, and 32,000 persons rendered homeless; one estimate is as high as 12,000 buildings. Harvest in England nearly completed; weather dry and hot. Breadstuffs very dull; wheat 3d lower; corn 6d; flour inactive; provisions steady; Consols 89¾ a 90 for money; U. S. 5-20s 66