

Carleton Sentinel Supplement.

WOODSTOCK, N. B.,

SATURDAY OCTOBER 20th, 1866.

What is got by accident, may be lost by accident. In their wisdom the Americans know the value of our transport trade; but in their folly they may lose it. While Congress is in Session, we have not assurance for a single hour that somebody may not bring in some measure, to which something may be tacked, abrogating the present transit system, or loading it with obstacles. As security against this very possible contingency, we require a British road and a British harbor. St. Andrews is the cheapest and the nearest.

We are not rich. We should utilize the railroads already constructed and the capital sunk in them. We commence our Confederation like some marriages, with unpleasant liabilities on both sides. We have not money to build an intercolonial road, or even credit, for we ask Britain to endorse a loan. Why not then, till we become richer, turn to the greatest advantages that which we already have, ready made to our hands.

We have a railroad to Riviere du Loup; New Brunswick has one from Woodstock to St. Andrews, and another from St. John to Shediac; Nova Scotia has one from Halifax to Truro. Three links—one from Riviere du Loup, 160 miles; one from St. Andrew to St. John, 60 miles; and a third (now under contract) from Moncton, on the Shediac road, to Truro, all of them easy so far as concerns the lay of the land, would give us quickly a cheap route to Halifax and to two intermediate excellent winter ports.

This is unquestionably the true commercial route, and why should it be deferred for the military? The necessity of the first may be made immediate by the brawling tongue of any member in Congress—the necessity of the last depends on more remote or elaborate contingencies; and the military value is neutralized by so many considerations that flash upon the mind, though they would, written down, cover a deal of paper, that all should be well weighed before the work is commenced.

The three connecting links I have named will be constructed some day; and why may not the work be commenced off hand that we may enjoy the advantages? This need not interfere with the construction of the military road, or the fortunes anticipated in contracts for the expenditure is found to do away altogether with the necessity of any other route.

The public faith of the provinces, and the mercantile influence of Canada pledged to the St. Andrews Company as the inducement upon which 81 miles of road were completed, demands fulfilment. If our link was commenced, that from St. Andrews to St. John would be, simultaneously, by an existing company. The remaining line from Moncton to Truro, I have before said, is already under contract, with instructions from England to push it forward. Thus with little effort we may secure free intercolonial communication by rail from Goderich to Halifax, and independence against all waywardness in the fiscal regulations of our neighbors.—*Correspondent to Montreal Gazette.*

BAD EFFECT OF RAIN ON THE IRISH CROPS.—The weather has improved; but the deplorable effects of the late storms and rain are visible all over the country. Thousands of acres of corn, which were ripe weeks ago, present a melancholy appearance—the straw lying flat on the ground, the grain shed or sprouting from moisture, amid an untimely growth of rank grass. In some cases the cut corn still remains sodden on the ledge; in others the "stooks" have been tossed by the wind into confused rotting heaps. It is feared that in some districts the fourth of the grain crop will be lost owing to the continual rain.—*Times' Dublin Correspondence.*

REGENERATION OF THE HOLY LAND.—An important society has been formed in Europe, called the "International Society of the Orient," to prevent the grave complication arising out of the Eastern question, and to regenerate the East by infusing therein the spirit of Western civilization. To accomplish this great result, the society, which enrolls among its members such men as Napoleon, the Rothschilds and Montefiore, propose to favour the development of agriculture, industry, commerce and public works in the East, especially in Palestine; to obtain from the Turkish Government certain privileges and monopolies, chief of which is the gradual concession and advancement of the lands of Palestine; to distribute at cash prices such of those lands as the company receives, and to effect the colonization of the more fertile villages of the Holy Land.

The society, after having established its commercial bureau at Constantinople and other cities of the Turkish Empire, will construct a port at Joppa, and a good road or railroad from that city to Jerusalem. Upon the north of this road the society expect land to be conceded by Turkey, which they will sell to Israelitish families. These in their turn will create new colonies, aided by their Oriental co-religionists; and it is expected special committees will send thither Jews of Morocco, Poland, Moldavia, Wallachia, from the East, and from Africa. The society claim that this plan will reconstruct the Holy Places of Jerusalem in a Christian manner; put an end to the constant conflict between the great powers in reference to them; transform the ancient Jerusalem into a new and great city; create European colonies which will become in time the centres whence Occidental civilization will spread in Turkey and penetrate to the remote Orient.

The society is being rapidly formed, with the strongest influence, financial and political, at its back. The Rothschilds, Sir Moses Montefiore, and other great capitalists among the Jews, are actively in sympathy with the undertaking. The plan has also the favor of more than one crowned head in Europe—among them Napoleon, of whose especial theory of nationalities it is a development, several prominent noblemen of England, and the leading names of the Fanbourg St. Germain, are also among its friends.—*English paper.*

DREADFUL CONDITION OF OPERATIVES IN MASSACHUSETTS.—We find the following in a New York paper. It reveals a state of affairs in the "model commonwealth" which up to this time has been carefully concealed from public view:—"Mr. J. B. Ham, who was appointed by Bullock commissioner to investigate the subject of the employment and education of children in the factories of Massachusetts, addressed a citizens' meeting in Fall River last week in relation to this matter. He stated that he had visited the mills of that city, and had been kindly received by the proprietors, but he was sorry to state that he found a dreadful state of things—the condition of some of the operatives being as bad, if not worse, than formerly existed among the slaves of the South. He spoke of the bad ventilation of some of the mills, the early age at which the children were placed in the mills, their deplorable ignorance, their wages, the obligations of the mill owners, and of the opposition of Catholic parents to have their children enter Protestant schools. The speaker is in favor of reducing the hours of labor in the factories, and the establishment of reading rooms, and the enforcement of the law in regard to children working in factories. He thought that the condition of the operatives in Lowell was better than in other manufacturing cities."

RESIGNATION OF CONSUL GENERAL POTTER.—John H. Potter, appointed Consul General for the British North American Provinces by President Lincoln in 1864, has resigned his position in a letter dated at Montreal, Sept. 20, and addressed to President Johnson. He reviews the situation of affairs in Canada when he assumed his office, and refers to the spirit of unfriendliness to the American Union and short and bitter opposition to President Lincoln, which characterized the Canadian press and officials and the rebel exiles who had taken refuge there. Mr. Potter concludes his letter as follows:

"Your recently violent denunciations of the Congress of the United States, a co-ordinate branch of the government of which you are the chief executive, as traitors and enemies of the Union, in speeches made during your recent progress through the country, has imparted new life and renewed new vigor to all those adherents of the Southern rebels now domiciled in these Provinces, and are most heartily applauded by every hater of Republican institutions resident upon British soil. Under such circumstances and believing that your policy will inevitably lead to disaster in the restoration of guilty men to even more than their former power in the administration of the government my position has become most mortifying and intolerable to me, and as I cannot possibly defend your course against the daily censures of the few good men, here, who were true to our government through all its past dangers and perils, I would esteem it a great favor to be relieved from my present position at your earliest convenience."

In Virginia they are talking of repudiating their public debt, which amounts to more than \$43,000,000, for which they have but \$15,500,000 to show, in the shape of productive property. The load is a great one, but Virginia is naturally so rich that she ought to be able to carry it easily after a few years' devotion to industry of a developing character. At present it must be a cruel burden,—but then Virginia's existing weakness is the consequence of her own conduct: and her creditors ought not to suffer because of her folly in rebelling.

THE CROPS IN ENGLAND.—A Strathmore man, now in England, in a letter dated the 17th, states that there has been nothing but rain at Staffordshire for the last three weeks, and that so late as the 16th it was pouring in torrents. A very great part of the crop remained out, and he adds that the potatoe crop had begun in various parts of the county. It is proper to add, however, that the English district referred to is damp and cold, and only partially drained.

SHIPMENT OF ARTILLERY FOR CANADA.—A large quantity of war stores has been shipped at Woolwich for our North American Provinces. One vessel takes out to Quebec twenty-four field battery two pounder guns, eight twenty-four pounder howitzers, ten twenty pounder guns, one light battery of six pounders for the artillery militia, and five carronades for the bastion walls.—*Manchester Guardian, Sept. 20.*

BARRACKS FOR THE TROOPS.—The Committee of the Common Council, we are glad to learn, have used every exertion to procure suitable barracks. Two or three buildings have been selected as the most desirable, which the Committee have offered to his Excellency Major General Doyle, and now await his decision. The Custom House (north wing), Merritt's Buildings, Water Street, and the new warehouse of Messrs. J. & T. Robinson, York Point, are the buildings selected.—*Journal.*