

The Carleton Sentinel.

Saturday, December 17, 1870.

A CARD.

NEW TERMS—\$1.50 A YEAR.

Thanking those who have attended to the "Final Notice," and reminding those who have not that they can only blame themselves for the consequences, our readers are informed that commencing with the new volume, January 1st, the terms for the CARLETON SENTINEL will be \$1.50 a year, invariably in advance. Clergymen, Parish School Teachers, and W. O. Keepers, \$1 in advance. Produce taken as usual.

Woodstock, Oct. 6, 1870.

SENTINEL OFFICE, removed to Allan's Brick Building, up stairs.

RIVIERE DU LOUP RAILWAY.

Although the delegation failed in securing from the Quebec Legislature a money grant in aid of the above undertaking, they must nevertheless feel satisfied that the Government and Legislature of that Province did as well by them as they were able. The grant of 10,000 acres of land per mile, coupled with the moral support Quebec appears anxious to give the scheme, renders the accomplishment of this work, we should suppose, a certainty. We notice that the New Brunswick Railway Company are to apply to the coming Legislature for an Act enabling them to build two bridges across the river St. John, one at or near Fredericton, the other at or near Woodstock. Let us trust that the connection between Riviere du Loup, Woodstock and Fredericton may be soon completed, and that in a way and manner satisfactory to all the Counties interested. Hon. Mr. Connell has sent us a copy of the *Quebec Mercury*, from which we take the memorial, laid before the Quebec Government by the delegates.

The Memorial of the Quebec and New Brunswick Railway Company and of the New Brunswick Railway Company for the construction of a line of Railway from Fredericton and Woodstock, in the Province of New Brunswick, to a point in the River St. Lawrence, at or near Riviere du Loup;

That the proposed line of Railway is part of a trunk line from the St. Lawrence to the city of St. John, connecting the principal cities of Canada, Toronto, Montreal and Quebec with the seaboard at St. John, St. Stephen and St. Andrews, where there are open harbours all the year round.

The route lies entirely through British Territory.

Most of the necessary branches have already been constructed.

It will connect Fredericton and Woodstock, the present terminus of the New Brunswick Railway, with the Grand Trunk Railway at or near Riviere du Loup.

The line to be constructed, to effect the connection with Woodstock, is about 190 miles, and with Fredericton 240 miles.

The railway is divided into two divisions, the Quebec and New Brunswick respectively, the former being 80 miles and the latter 160 miles in length.

The line from Woodstock to Fredericton will reduce the through distance of the route, and is a necessity to the safety of the scheme.

An accurate survey has been made from Woodstock to Edmonston or Little Falls, enabling us to make an accurate estimate of the cost of that portion.

The Quebec portion has been reported upon by Mr. Rutledge, C. E., in 1869, for the Government of Canada; also, more recently, by Mr. Ramsay, C. E., acting on our instructions. From all the information afforded by these reports, surveys, &c., and from personal inspection of the country by H. G. C. Ketchum, Esq., C. E., we are satisfied that serious engineering difficulties exist on the contemplated line.

The line is familiarly known as "the St. John valley route."

In 1852, the Hon. Sir Francis Hincks, now Finance Minister of Canada, the Hon. John Young, President of the Montreal Board of Trade, Sir E. P. Tache, and the Hon. E. B. Chandler, Commissioners of the Province of New Brunswick, were delegated to England, and presented the importance of this route upon the attention of the Earl of Derby, the Colonial Minister. Their report stated that the question as to the eligibility of this route for a railway, was admitted of an argument in a commercial point of view.

"There are sufficient grounds for believing this route would be a remunerative one. The great lumbering interests of New Brunswick and Maine take large supplies of breadstuffs and provisions, which are now subject to enormous charges for transport. The route would enable the remainder of 1852 are at present requires no demonstration.

Mr. Fleming's report of the Intercolonial Railway route, page 21, states, "The proposed line of the New Brunswick Railway is now carried on chiefly on the upper waters of the St. John, and the supplies for the lumbermen, which are not provided in the locality, are now in the winter season, the only route for the transport of the lumber to the city of St. John, and thence up the river. A railway from Riviere du Loup through this section, would enable provisions for consumption in the lumbering joints, and also of New Brunswick but also of Maine, to be brought in from Canada, and thus greatly tend to develop the industry and resources of these regions. At the present time the St. Lawrence, after having been transported in the first instance to New York or Portland, then shipped to St. John, and then floated up the river St. John in steamers, the cost of the route is enormous."

It needs but a glance at the map to show that this route of affairs would be entirely changed by the construction of this railway.

The cheapest route for breadstuffs to the Maritime Provinces is by vessels deriving navigation from the Lakes to Riviere du Loup, thence by this railway to the immediate points of distribution, along the valleys of the St. John and the winter season, the only route for the transport of the lumber to the city of St. John, and thence up the river. A railway from Riviere du Loup through this section, would enable provisions for consumption in the lumbering joints, and also of New Brunswick but also of Maine, to be brought in from Canada, and thus greatly tend to develop the industry and resources of these regions. At the present time the St. Lawrence, after having been transported in the first instance to New York or Portland, then shipped to St. John, and then floated up the river St. John in steamers, the cost of the route is enormous."

We extract from the annual report of the commerce of Montreal for 1859 that 543,412 barrels of flour were shipped to the Maritime Provinces from Western Canada in that year alone.

The abrogation of the Reciprocity Treaty, the imposition of the duty of American flour, and the charges for bonding goods from Quebec and Ontario compel the Provinces to trade with the United States, and the whole of the United States, it would be a matter of absolute necessity that the most direct route be opened through British territory should be adopted.

In the development of intercolonial trade the only safeguard to intercolonial union.

We quote the following from the report of J. W. Lawrence, Esq., late M. P. and Commissioner of Railways to the Hon. William Macdougall, C. B., Minister of Public Works, dated 1867: "The map shows that a large district of country; her position is such as unrivalled. The population dwelling on the banks of the rivers and the interior, as well as on the St. Lawrence and Nova Scotia side of the Bay of Fundy, together with a large section of the State of Maine, draw their supplies from her. The railway charges from Montreal to Portland and from Riviere du Loup to St. John would be the same."

As the freight by propellers to Riviere du Loup is sixty cents additional per barrel on delivery at Montreal, while the freight by steamer from Portland to St. John is from 20 to 25 cents, there is a gain of from 14 to 19 cents per barrel, in addition to the saving of one handling

and insurance by this route to St. John." And this will apply in greater force to the nearer points along the line. St. John, the terminus of the route, is at least 100 miles from Montreal to Portland, and very much cheaper to the upper waters of the St. John, than to the Westward of Riviere du Loup is interested in the adoption of this line as its extensive and extending trade requires, all the seasons of the year, the most direct route to and from the ocean."

The expense of bonding goods is a charge of \$3 for each consignment. Supposing the average to be 100 barrels, this would be 5 cents additional on each barrel.

The trade of New Brunswick with the West Indian islands and the South American countries is increasing. This trade offers superior facilities for return cargoes, as the vessels leave St. John and return during the close of the St. Lawrence; so that merchants of Quebec and Ontario could receive their supplies over this railway weeks in advance of the opening of navigation. A line of steamships is now running between St. John and Great Britain.

The railways connecting Fredericton and Woodstock with St. John, were consumed about a year ago. All these railways receive aid from New Brunswick to the extent of \$10,000 per mile, by means of which, together with municipal grants and private subscription, these railways were constructed, and they are now doing a fair business, and pay more than working expenses.

New Brunswick has granted this undertaking a donation of 10,000 acres of land per mile of railway. These lands are to be selected by the Company, with the approval of the Government, from the vacant lands in the counties through which the railway passes.

As regards that portion of the line which lies within the Province of Quebec, viz. from Edmonston to the River St. Lawrence, a distance of 80 miles, the Quebec Government has granted the necessary labor for the construction of the railway, and the population to settle the line lands are found along the route, and that these lands may thus prove the means of checking the emigration from the Province and provide for the return from the United States of those Canadian emigrants who only intend to reside in the Province did it afford the necessary accessible lands for the purpose.

The Companies are in possession of all the necessary powers for the immediate prosecution of the undertaking. They have received the greatest encouragement, not only from the Government of New Brunswick, but from the Maritime and Quebec Governments, and have also under preliminary arrangements in England for the placing of the companies' capital.

The Companies now lay their case before the Government of Quebec, feeling confident that such assistance will be granted to them, as looking to the length of the line within the Province and the greater difficulty of the works on this section, shall place the Quebec section on a favorable position as that portion which runs through New Brunswick. With such assistance the Directors have no doubt of being able forthwith to commence operations and to complete the route, and to open a railway and other choice cannot but result in a great increase of prosperity to the sister provinces, and in the removal of serious obstacles to the trade and traffic of the Province, and the long and tedious journey which this place the city of Quebec within 400 miles of an excellent open port and connecting it with all parts of the Province, will add in small degree to the general prosperity which will be the result of the completion of the line.

Signed, JOHN A. BECKWITH, Prov. Sec. New Brunswick. R. D. WILSON, Senator. C. M. D. COVING, M. P. H. G. C. KETCHUM, Directors Quebec and New Brunswick Railway Co. ALEX. THOMAS, M. P. P. JOHN PICKARD, M. P. P. Directors N. B. Railway Co. JAMES T. JONES, Secretary N. B. Railway Co. JAMES TIBBIS, M. P. J. W. LAWRENCE, LEVY THURGOOD, M. P. P. NEW BRUNSWICK. CHARLES DOUGLAS FOX, For James Brunless, Esq., and other parties in England.

On the 4th inst., an Inquest was held before Justices Ivory Kilburn and H. Montgomery, on the remains of a man found in the woods, near the boundary line of the Province of New Brunswick. The remains were first discovered on the 28th Nov. last, by Samuel Garley, of Richmond. At the Inquest no clue was discovered to lead to the identity of the body, the people in the vicinity having no knowledge of any missing person. The skull was rather large, and entire; several other bones were found, but a number were entirely decayed, and the clothing was almost entirely decayed, a small piece of blue woolen cloth having been found sticking to a button. The buttons were of the American military pattern, with an eagle on one kind, and the others were pewter, such as usually worn on military trousers. Portions of the boots or shoes were found, and the remains were found in a small hole in the ground, and a small clay smoking pipe. The body had evidently lain on the spot for several years, and some bones exhibited the appearance of having been gnawed by some beast. There was nothing to indicate that the person had come to his death by violence.

WATER.—Mr. Whitehead has finished his survey, and informs us that he has found a very favorable location for the laying of a main pipe, from Cold Brook. He has submitted his report, we presume, to the Council, and the entire facts and figures contained therein will shortly be given to the public. The survey, we understand, has been a successful one, and the result may have, has established the fact that there are no engineering difficulties in the way of bringing water into the Town. Of course the next most important item in connection therewith will be amply discussed after the contents of the report be made public property. The entire length of natural pipe required will be about 20,500 feet. Mr. Whitehead recommends the adoption of "Ball's patent indestructible cement pipe," of 6 inch interior diameter.

We were shown, last week, a sleigh built in this Town for Mr. Henry Connell, which well deserves mention. The work and planning were done by the late Bro. A., upholstered by George Edgar, Jacksonville, and the painting by J. W. Boyer. In each department the mechanical skill displayed was extremely creditable. Mr. Boyer's ability for painting is well known, but in this instance he excelled even himself. We are told by a number of gentlemen who examined the sleigh at the recent Exhibition in Fredericton, that there was nothing exhibited there in the sleigh line that could compete with the one we are speaking of.

We are requested to intimate that the Rev. James Bennett, of St. John, (D.V.) preach on Sabbath first, 15th Dec. inst., at the Scotch Church, Richmond, at 11 o'clock, a.m., and at the Kirk, here, at half-past 8 o'clock, p.m.

We notice that our friend P. R. Bowers, Esq., has purchased the *Charlottetown*, P. E. I. *Examiner* office and paper, and is about entering *Newspaper* life. We heartily wish him success in his new enterprise.

We have received a copy of McAlister's Directory of the Maritime Provinces, a voluminous work of 1400 pages, and containing an immense amount of very valuable information. To business men and others it is invaluable as a book of reference. The typographical appearance is excellent, having been printed by Ballantyne & Co., one of the largest publishing companies in Edinburgh and London. The Directory of names, so far as we can see from a cursory glance, appears to be more correct than any other work of the kind we have yet seen.

To CORRESPONDENTS.—"Rambler," in order to have his contributions appear with due haste, we have decided to publish them in the order in which they are received, and content himself with plain writing. Our Compositor, after vainly trying for several hours to decipher the first three lines of "Rambler's" last letter, gave it up, and acknowledged himself beat—so do we.

Rev. Mr. Home opened the College course of Lectures on Tuesday evening, by a discourse on "Music and Musicians." We were not able to attend, but regret to learn that there were very few present. We have heard the lecturer highly spoken of by "Observer," in another column, gives his views on the matter.

Some of the ladies of Woodstock gave an oyster supper in Connell's Hall on Thursday evening last, the proceeds being applied to the purchase of a new piano. The evening was very successful, and the ladies were highly gratified with the evening's entertainment, and had they had more of the ladies in attendance, the evening would have been a more successful one. The piano, which was purchased for the sum of \$100, is a very fine one, and is now in the possession of the ladies.

The County Court, Judge Stevens presiding, met here on Tuesday last, and at present writing is still in session, next week we shall give a list of cases tried.

BOOK NOTICES.—Wells' *Illustrated Annual of Phenology and Physiognomy*, for 1871. Besides Portraits, Characters and Biographies of numerous distinguished Men and Women, it contains thirty National Types of Female Beauty. Organs of the Brain illustrated and described. The Industrial Publication Company, West Point as a Student; Personal Beauty; What is the use of Phenology? Just the thing for learners. A rich and rare book, sent first post. Address: Address: *Phenological Journal* 283 Broadway, New York.

Petersen's *Musical Monthly*, for December, contains the following: "Fear not," but trust in Providence; Sweet Love, I'll never forget thee; Little dimpled hands; Meet me again to-morrow; Bees; Sunshine on the Sea; He sleeps beneath the shade of the Willow; The star of Bethlehem; Merry Christmas! See the leaves around us falling; Through and through the year a railway and other choice pieces. The price of this Monthly is \$3 per annum. J. L. Peters, Publisher, 599 Broadway, N. Y.

The *Technologist*, for December, is fully up to the standard of previous numbers, and is well worth a perusal. There is no way by which the industrial classes can keep posted in all those matters in which they are interested, so thoroughly and so cheaply, as by sending a few lines to the *Industrial Publication Company*, 176 Broadway, New York, and ordering a copy of the *Technologist* for a year.

The United States Patent Laws, with instructions how to obtain Patents, is the title of a work, compiled and published by Munn & Co., 37 Park Row, New York. It also contains the official rules, forms for patent deeds, hints on selling patents, 150 diagrams of mechanical movements, and a large variety of other useful and interesting matter. It is a book really well having, and can be had free by all who will send their names to Messrs. Munn & Co. as above.

Communicated.

MR. EDITOR.—At a meeting of the Corporation of Christ Church, Woodstock, held on the 10th inst., the following resolution was unanimously passed, and a request that a copy be forwarded for insertion in the *CARLETON SENTINEL*, will you therefore be good enough to give it a place in your columns.

JAMES GROVER, Vestry Clerk.

WHEREAS, it has pleased Almighty God to take from us by death, the Rev. S. D. Lee Street, who for more than forty years has been a member of this Parish. We the Church Warden and Vestry, of Christ Church, Parishioners, do hereby forward for insertion in the *CARLETON SENTINEL*, will you therefore be good enough to give it a place in your columns.

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London, Dec. 10.—The war news this morning is meagre and unimportant. Beaumont, Massena and the balance of CLOTHING on hand, before the first of January, at a large reduction on Invoice Prices, are now offering good HEAVY OVER COATS for \$1.75, worth \$2.00, and everything else in proportion. Call and see.

Woodstock, Dec. 16, 1870.

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