

Communicated.

FOR THE CARLETON SENTINEL.

Letter of Condolence from the members of Crystal Pond Lodge, British Templars, to the parents, sisters and brothers of Caroline and Alice Irving, deceased.

Benjamin P. Jones. We do not need a duty to extend our heartfelt sympathy to you in your deep affliction. Having previously had the fountains of our feelings troubled by the loss of a sister, for whom we have yet laid aside the badge of mourning, we have learned how to console with the bereaved.

We feel that while your circle is broken by the departure of these endeared by the strongest ties of parental and filial affection, ours also is severed by the same stroke of Divine Providence, in taking from our midst two consistent and beloved members whose memories shall ever be cherished by a sympathizing Lodge.

Although we cannot understand why the Almighty should thus mutually afflict us, we must resign ourselves to His will, for His wisdom is unerring and His mercy endureth forever. We rejoice that they have left to you such ample provision for the future, and that their peace was made with God; and we trust that while your beloved ones have been taken in the bloom of youth from their friends here, they have gone to a happy land, where youth among Celestial Ranges, and even now mingle their happy voices with myriads of angels in the radiant immortal Bland.

W. P. KELLY, Committee. JAMES SIMONSON, in behalf of HIRAM SMITH, of the Lodge.

FOR THE CARLETON SENTINEL.

Mr. Editor, I see in your issue of the 22nd November last, one who gave his name A. C. Smith, secretary of the Board of Health, asking you for the Carleton Sentinel to know if there is any way to make a member of a board of health furnish an account to his colleagues. If he had asked me I could have informed him; if he had been a member of a board of health I could have informed him; but he was not, and I cannot inform him. I never refuse any one information, and I am sure that you will not refuse to publish the small paper in the parish of Wakefield, in the year 1873, the Government appointed, Richard Holmes, Esq., Michael Campbell, Hiram Smith, Esq., as Board of Health for the parish of Wakefield. I was chosen Chairman of the said Board; the small paper broke out in eight houses in the settlement of Wakefield; the Board employed a doctor and quarantined chiefly all the houses. I employed all the nurses but one that the board did employ; there were several of their own account to nurse the sick. I was answerable for the wages of them I employed and chiefly all the employees and medicine, as I contracted with Mr. Campbell, who was H. Smith attended the most of his time in his parish. The accounts amounted in the whole to about \$3000; the government sent me checks to the amount of \$1400; I paid out all the money to those I employed, and paid debts which I contracted on account of small pox. A. C. Smith says general dissatisfaction exists. Now, if those dissatisfied ones are those I did not employ, but went and nursed of their own accord, and wanted to pay them first, but I paid them I did employ, and had not enough money to pay them off, as \$1400 would not pay a debt of \$3000. The dissatisfied one is Hiram Smith, because he did not get all his bill, and he one of the Board; Josiah Green is another one because his girls went to Mills of his wife; I paid one of them \$20; A. C. Smith was another of them; Josiah Green is another of them; I withheld 50 cts. off his bill; I thought an extravagant bill, and got mad because he could not, with his colleagues, keep me from being elected a councillor; Henry Sharp is the fourth.

Now, sir, these are the dissatisfied ones, and those dissatisfied ones did all they could to prevent me from being elected councillor; they were beaten; there are several things I could speak of, as say and my travelling through snow and mud, for trying to prevent the small pox from spreading, and furnishing necessities for the sick, no more at present.

I am yours, respectfully, L. P. FISHER, Chairman Board of Health of Parish of Wakefield, December 10, 1873.

TERMS OF THE SENTINEL.

Subscription \$1.50 a year in advance. Transient Advertisements should be accompanied by the money to be paid for them. Short notices not exceeding 6 lines, 40 cents first insertion; 15 cents each subsequent insertion. Notices respecting Notes of Hand & C, insertions \$1.00.

The Carleton Sentinel.

SATURDAY, DECEMBER 20, 1873.

65 SENTINEL Office, in Allan's Brick Building, up stairs.

THE N. B. RAILWAY.

We give insertion to Mr. Osburn's exhaustive letter, addressed to the Editor of the St. Croix Courier, in which he appears to be a candid presentation of facts bearing upon the Railway legislation and Railway policy in which this section of the Province is most immediately interested. So far as our discussion is one simply of rival companies, each anxious to secure the success of their own line, for the furtherance of their own special interests, we have no desire to interfere in the matter. But wherein the claims of the law, the interests of this Province or of this County are concerned, it is our duty to submit our views, and our information as may guide them to correct conclusions. It is too late, even if we were the disposition, to find fault with the policy of our Legislature by which such a large proportion of our public lands were handed over as a subsidy to the N. B. Railway Company, and not and never did object to the munificence of the gift. We always have regarded the conditions of that gift as very loose and unguarded. The Company have secured the subsidy under a contract, and are presuming to suit themselves, and they have no policy to explain, under all the favorable conditions of the bargain, if they are required strictly to meet the terms of that contract. This, we believe, is all that anybody at present asks. And the principle requires that the Government should require to be answered to this. That line have been located from Woodstock upward as near as may be by the valley of the river? It is not a sufficient answer to this question to say that there are some difficult places, or an expensive bridge necessary, in a route more closely following the river. It is a question of reasonable practicability. Leaving entirely out of the question the feelings and interests of the N. B. & C. Company, we hold that it is for the general convenience of trade and the travelling public that line of railway be made as direct connection with each other as possible. Or in other words, a person shipping goods or taking passage at Grand Falls should have provided all possible facilities for direct and speedy conveyance to St. Stephen and St. Andrews as the River in W. Woodstock, and all the range of grand and beautiful Amherst scenery, it would be difficult to find two more picturesque or charming views, unlike as nature in her varying moods, yet appropriate companion pieces.

CHRISTMAS is coming—before another issue of our paper it will have come and gone. May it prove a very happy Christmas to all the readers of the SENTINEL, and every body else.

Referring to our advertising columns it will be seen that the merchants in Amherst are prepared to afford their assistance in promoting the pleasant associations of the festive season.

THE F. C. Baptists, at Victoria Corner, now hold their Christmas services in the basement of their new Church.

School Teachers' Drafts for this County are in the hands of Mr. Jacques.

Fredericton. A correspondent, who is practically informed on the questions at issue, says, after quoting a portion of the same law which Mr. Osburn quotes:—

"Now by the Railway the company are to construct, all freight and travel will be carried and loaded by the river from Hartland to Woodstock, to send lines of heavy grade to a point towards St. Marys, five miles back from the river, and thence to the river bank, thence to descend again to the river bank, thereby not only adding six to seven miles extra distance but compelling all trade and freight to be carried by the river, and the St. John valley mountain range and then descend back again to the river bank. This sort of diversion cannot fail to have a most serious, if not fatal effect on the trade of Woodstock; and most certainly if the Act and contract are not carried out, we shall find how late the measures of our people have been cut off at Hartland and diverted to St. Marys."

And further this correspondent says:—

We had always supposed, as the distance was greatly in favor of that, when the line from Woodstock to Edmundston was constructed our town would receive the most direct benefit, and that all short lumber and shingles would pass this way to the Charlotte ports, and also that farm produce and shingles would go via the N. B. & C. Canada Railroad and Western Extension to the cities of the United States. If the road was built as required by the Act the distance would be as follows:—

Hartland to Woodstock, 12

Woodstock to Macdonald Junction, 50

Hartland to St. Marys, 61

River and road to Station, 2

Fredericton branch Railway, 21

Fredericton Junction to Macdonald Junction, 40

Or just half the distance."

Not unfrequently the N. B. Company, but really anxious for their success, as we have amply proved in the past, it is in their interest that we desire them to avoid as far as possible giving color to the objections and suspicions which are entertained regarding their operations. The information which we have received, that they should satisfy the public that they have not from choice but necessity adopted a most tortuous route, and one that is unjust to this part of the country and to the western side of the Province. It is important to ourselves that our people and representatives should see that our just rights are not sacrificed.

Without any special interest in the Company controlling the N. B. & C. Road, except such as arises from a sense of its importance to Carleton County, it is of the utmost importance to the people of this County that they should be satisfied that the Company have not from choice but necessity adopted a most tortuous route, and one that is unjust to this part of the country and to the western side of the Province. It is important to ourselves that our people and representatives should see that our just rights are not sacrificed.

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Hon. Mr. Willis in his paper, the Morning News, has given the following programme of measures which the local Government have determined upon:—

It has been resolved to summon the Legislature to meet for the despatch of business on the 1st of January in the Act, and the committee arrived at this November on the School question has been confirmed. That decision was that Christian Brothers and Sisters, desirous of obtaining a license to teach in the Public Schools, must have their fitness tested in the usual way; that the use only of such text books as are approved by the Board of Education can be permitted in such schools; that Christian Brothers and Sisters possessing Provincial licenses shall be permitted to teach the Public Schools in their own right, or partly, and that the question of allowing children to attend schools not in the district in which they reside shall be dealt with by the Board of School Trustees.

A Railway Subsidy policy has been agreed upon. The Local Government will submit to the Legislature a Bill providing for the granting of a subsidy, of course, on proper conditions, of \$5,000 per mile to aid the construction of certain projected railroads, including a road from St. John to St. Stephen via St. George, Fredericton, and the Charlotte ports, and also that farm produce and shingles would go via the N. B. & C. Canada Railroad and Western Extension to the cities of the United States.

And further this correspondent says:—

We had always supposed, as the distance was greatly in favor of that, when the line from Woodstock to Edmundston was constructed our town would receive the most direct benefit, and that all short lumber and shingles would pass this way to the Charlotte ports, and also that farm produce and shingles would go via the N. B. & C. Canada Railroad and Western Extension to the cities of the United States. If the road was built as required by the Act the distance would be as follows:—

Hartland to Woodstock, 12

Woodstock to Macdonald Junction, 50

Hartland to St. Marys, 61

River and road to Station, 2

Fredericton branch Railway, 21

Fredericton Junction to Macdonald Junction, 40

Or just half the distance."

Not unfrequently the N. B. Company, but really anxious for their success, as we have amply proved in the past, it is in their interest that we desire them to avoid as far as possible giving color to the objections and suspicions which are entertained regarding their operations.

The information which we have received, that they should satisfy the public that they have not from choice but necessity adopted a most tortuous route, and one that is unjust to this part of the country and to the western side of the Province. It is important to ourselves that our people and representatives should see that our just rights are not sacrificed.

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