

M. Institute. No. 16

Woodstock Journal.

"He is a Freeman whom the Truth makes Free, And all are Slaves beside."

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Editor of the Journal, Woodstock, N. B.

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THE AROOSTOOK COUNTY.

Houlton, Me., Aug. 12. From Mattawamkeag to Houlton is fifty miles. The road is excellent and the country strong, thus making the day's journey an easy one.

Before leaving Mattawamkeag, I must mention the delicious luxuries that were provided in the shape of raspberries, long since past season in New York, and cream never in season there, cheese from the curd, and butter of that churning; neither of the night's chamber beneath double folds of blankets, with the thermometer at 60 deg. in the room, two thirds of the high temperature of the previous day. Hot days and cold nights are a peculiarity of the month of August every where, but the difference seems greater in this part of the State than in any place that has yet come under my observation.

At Molunkus we stopped for breakfast, had excellent fare, of which a string of beer not half an hour out of the water was a part; and here I may remark in passing that the people of Maine are in no danger of starving, and especially that they do not deem pork essential to a perfect dinner, and that no stranger's money is current here. "Your money don't pass here" is the polite phrase when informing one of a duty conferred.

Within a few miles of Houlton the number of houses is comparatively small, these chiefly log-cabins. Children seem to be the chief staple in this latitude, and of whom we observe raise their own which is apt to run to the head. The hair dye would find a good market also "Mrs. Winslow's Soothing Syrup" for children teaching. Towards Houlton the country is much improved, and soil gives evidence of its nutritious character, which has done much to give Aroostook its fame. Immense fields of wheat, barley, oats and buckwheat, and acres of luxuriant potatoes, are spread over the rich mosaic of divers hues. Of

EUROPEAN NEWS.

Further by the "ARABIA."

GREAT BRITAIN.

The great event of the week has been the departure of the Great Eastern for sea. The Nova Scotian (for Quebec) carried on the news that the vessel proceeded down the Thames as far as Purfleet, on the 7th, and anchored there for the tide of the following morning. Her departure from her moorings, accompanied by four powerful tugs, two at the bows and two at the stern, gave rise to a scene of the greatest enthusiasm, which was continued at all prominent points. Capt. Harrison and the most experienced Thames pilot directed the ship's motions. Mr. Scott Russell was on the bridge, directing the action of the engines, both of which, screw and paddle, were under steam. Capt. Cornstock, late of the Baltic, stood aft to transmit directions to the men at the wheel—the new steering apparatus not being fitted. The very first turn in the river demonstrated that the ship was as completely under command as a river steamer, and that the only difficulties to be overcome were sharp curves in the stream. She steered as easily as a Wager boat, and her engines were found capable of starting her or arresting her motion literally almost by a single motion of the hand. The only difficulty experienced was at Blackwall point, where the river forms an acute angle, and in the centre of the channel at this point a barke and a schooner had unfortunately anchored—there was anxious and perilous delay of fifteen minutes, but the danger was passed and there was no other serious cause for uneasiness. There was not a single regular seaman on board during the river trip, the crew not having joined. There were perfect orations at Greenwich, Blackwall, Woolwich, and other points, where immense crowds had collected. At Purfleet, the ship swung round to her single anchor in beautiful style, and the anchor, Trotman's patent, lever yielded an inch from the spot where it dropped. On the 8th the Great Eastern got up steam and weighed anchor at 8 40, a.m., when she started for Purfleet for the Nore. As on the preceding day, she was accompanied by tugs, and the enthusiasm along the river, particularly at Gravesend, was very great. On arriving at Chapman's Head, at top of sea reach, tugs cast off, and the great vessel was left to herself; increased speed was then got on her, simply to give her good steering way and move her engines readily, but with no view to a test of power. In ten minutes, however, says the correspondent of the Times, she set at rest for ever all doubt as to her being the fastest vessel, beyond comparison, in the world—employing less than two-thirds of her power, in the worst trim, being six inches down by the head and too high out of water to permit her paddles or screw blades to work properly, and with a strong tide against her, she ran a distance of 15 statute miles two minutes under an hour; the engines worked with astonishing ease and there was scarcely any vibration perceptible; before anchoring the vessel was put about, and went completely round in less than three quarters of a mile.

The London Morning Post has an editorial on the report that Gen. Harney had taken possession of the Island of San Juan or Bellevue, in Peget Sound. It considers it possible that another boundary dispute may arise. It says that the occupation of an island which is still sub-judice, is an exercise of power to which the British government cannot tamely submit, and hopes that no concessions will be made which are inconsistent with the dignity of the country, or the security of the gold regions.

The London representative of the Suez Canal scheme has issued a pamphlet in

which he asserts that the company, having commenced operations, is determined to continue them, in spite of all opposition. The race for the Warwick Cup was won by the American horse, Starke. Only two other competitors.

FRANCE. The Moniteur of 8th publishes a long article explaining the reasons which caused the Emperor to conclude peace. The following is a summary:—"The Emperor of Austria had promised to grant concessions on a large scale to Venetia, but requiring as condition sine qua non, the return of Archdukes. The Emperor Napoleon accepted these conditions. It is easy to conceive that if after the conclusion of peace the destinies of Italy had been intrusted to men who had more at heart the future of a common fatherland than little partial successes, the aim of their endeavors would have been to develop, and not obstruct, the consequence of the treaty of Villafranca, and then Venetia would have been placed in the same position as Luxembourg with Holland. Archdukes will not be established by foreign forces, but that portion of the treaty of Villafranca not having been carried out, Austria will find herself freed from all engagements taken in favor of Venetia. Instead of the policy of reconciliation and peace, defiance and hatred will be seen to reappear, which will entail fresh misfortunes. Much, it would appear, is expected from the Congress, which we hail with our best wishes; but we strongly doubt that a Congress would obtain better conditions for Italy. It would not be right to ask from a great power important concessions without offering equitable compensation. War would be the only way to resolve the difficulty; but Italy must be aware that one power alone makes war for an idea, and that is France, and France has accomplished her mission."

ITALY. The conclusion was general on the Continent that the answer of Victor Emmanuel to the Tuscan deputation, in regard to annexation to Piedmont, was preconcerted with Napoleon. The Council of the different districts had officially proclaimed to the people of Turin that the Tuscan deputies had presented the deed of annexation to the Sardinian Government.

The National Assembly of Bologna on the 7th adopted a resolution declaring that the people of Romagna desire annexation to the Constitutional Kingdom of Sardinia under the sceptre of Victor Emmanuel. Bologna was illuminated in honor of the event. The Assembly also authorized its President to present an address to the Emperor Napoleon and the King of Sardinia expressing sympathies for Venetia and offering to make peculiar sacrifices in her favor.

The Pope had been attacked with fever, and suspended all audiences for several days. He was recovering, and about to proceed to Castel Gondolfo.

A deputation was about to leave Turin on a mission to the French Government. Proposals were pending in the Parma National Assembly to confirm Fanti as Dictator and declare the termination of the Bourbon dynasty.

ENGLAND'S DEFENCE.—If we take a comprehensive review of what has been actually done, and reflect for an instant upon the aggregate of power accumulated by the several results, we shall soon see reason for satisfaction and confidence. It was maintained the other day that we could not at this moment bring above 30,000 infantry into the field against an invader. Upon a rigorous principle of reckoning, may possibly be true, but we may add that it is full three times as much as we could have done 25 years ago. The troops at home, besides being trebled in number, are infinitely better equipped, armed and trained. Instead of being scattered by companies over the kingdom, they are massed in large bodies, and inured by the practice of camps to the usages of actual war. In particular, the artillery has been strongly reinforced, and, instead of 18, we could now produce 180 guns, all excellently served. Taking our home army altogether, it may fairly be estimated as worth five times the force available in 1832; and to this we are proposing to add a re-

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GREAT BRITAIN.

Indian corn but little is raised. Log houses give place to frame, and the pastures are dotted with sheep and cattle. Stock-raising has already become a business in Maine and a drove of 206 fat cattle passed through Bangor last week on their way to a market. I have already intimated that the crops in this State have been a success this year. The hay crop is thought to be larger than that of any previous year, and its value is estimated at nearly ten millions of dollars. It can now be bought at \$7 per ton. I have seen excellent hay standing uncut because there was no object in securing it. The wheat harvest has just commenced and promises a splendid yield. Little or no rot has yet been discovered among the potatoes, and the specimens already produced are very superior. As far as it is possible to judge, the claims of the Aroostook for fertility are well supported. The comparative mildness of the climate gives it an advantage over other States in the same latitude, and even over portions of Maine much more southern. The isothermal lines indicated in the report to the Smithsonian institute, show it to be warmer in Aroostook in winter than it is 200 miles further South. Some spring wheat was sown this year as early as the 24th of April.

Houlton is the capital of Aroostook county, and is a well built and thriving town, with a population of some 2,000 souls. It contains several stores, mills and manufacturing, and from its proximity to Woodstock, New Brunswick, does considerable business with the Province. Some way below had informed me that I should find log cabin accommodations here, and I confess I was somewhat surprised on finding "good entertainment for man and beast" at a hotel of no mean pretensions. The town is located in the midst of a fine agricultural country, and the immense fields of grain waving on every side would bear fair comparison with those of the West. Upon the farm of Shepard Cary, Esq., I found 30 acres of wheat ready for the reaper, estimated to yield 30 bushels to the acre, and the same breadth sown in oats, estimated at 70 bushels to the acre. This gentleman, who was one of the earliest settlers of Houlton, and the largest land owner in the State, has a farm of 1,400 acres of land, of which 600 are under cultivation.

I am surprised to learn that Houlton has no daily communication, which it greatly needs, being as it is the portal of the rich back country, not only of Maine, but the Province of New Brunswick. In curtailing the expenses of the Post Office Department, the appropriation for this route was so reduced as to support only a tri-weekly mail, and the people have suffered much in consequence. I am convinced that had the P. M. General understood the importance of this route, being as it is the only one to the extensive territory of Northern Maine and upper New Brunswick, he would have hesitated long before withdrawing the appropriation. As evidence of this, I will state that there were four bags of through mail matter for the State, and one for New Brunswick upon the stage today. On the lower part of the route the stage proprietors have continued to run a daily line of stages and carry the mails at their own expense, so pressing is the necessity. I would suggest that this desideratum could be accomplished by withdrawing one of the mail lines to Calais. She has two daily, as well as communication by telegraph.

Mr. HALLOCK, in the N. Y. Journal of Commerce.

Phillips, Sampson & Co., the well-known book publishers in Boston, suspended payment recently. Their failure will not, it is said, affect the Atlantic Monthly, which, it is said, now returns to its publishers a net income of twelve thousand dollars per annum.

Sir Sidney Herbert's recess work, it is said, will be devoted to a scheme for the more perfect defence of the colonies, by means of amalgamating the regular force with volunteer and militia corps.

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serve of veteran soldiers in the prime of strength. Of the navy we may speak in the same strain. Our arrear in line-of-battle ships have been rapidly made up, and in the other departments of a national marine we have little to complain of. We have a formidable fleet of gun-boats; we have our Orlanfos and Merseys, worthy rivals, as we believe, of Niagaras and General Admirals; and if steam rams and iron cased frigates are to take the lead in such matters, we have both upon the stocks. At sea we have a Channel Squadron and a Mediterranean Squadron, while as to sailors we have already some reserve force, and have adopted measures for supporting it by others. We are not overlooking any of the discoveries of modern science. We are rifling our cannon; we are practicing munitary, and, by the aid of our organized Militia and new Volunteer Corps, we are bringing a knowledge of arms to the population generally.

These facts, taken in the aggregate ought, we think to put an end to the panics which have periodically, disordered the State. We are now rapidly approaching the position,—if, indeed, we have not actually attained it—in which no assailant can hope to attack us with impunity. We shall be no longer defenceless, and that ought to be enough. We cannot exhaust our resources in maintaining armies on a Continental footing, nor can we afford always to keep our armaments at the highest pitch of strength. But what we can afford to do is to protect ourselves effectually against surprise and to insure this much, that any enemy shall be kept fairly at bay until the real strength of the country can be brought out. We can do this without imputation or reflection upon other powers, whose example, indeed, we are but following at a distance; and when it has been done, we hope we may be relieved for ever from alarms which were, perhaps, groundless as regarded actual danger, but which, as regarded the exposure of the country, were certainly not without justification.

London Times.

THE PORT OF THE WORLD.—A recent number of Chambers' Journal contained an article embodying some interesting facts regarding Liverpool, the greatest seaport of England and of the world. It appears that in 1857 nearly one-half of all the products exported from England were shipped from Liverpool. Out of £122,000,000 of exportation, £55,000,000 were exported from Liverpool about half that amount from London, sixteen millions from Hull, and the rest from Glasgow, Southampton, &c. The population, within four miles of the Exchange, at the present time, is about 600,000, and the rate of annual increase about 10,000. The property and income tax paid by the inhabitants in 1857 amounted to upwards of £7,000,000, or \$35,000,000. The amount of tonnage belonging to the port in the same year was 986,022 tons, being greater by 76,822 tons than that of London itself. The amount of shipping which entered and cleared during the same year was upwards of nine million tons! Of the vessels sent by far the largest and most numerous, viz: 934 ships, of an average burthen of more than one thousand tons. There were from Italy 174 vessels, from Russia 102, and from France 317.

One great branch of the shipping business of Liverpool, is the shipment of emigrants to foreign and colonial countries.—The tide of German emigration, even now, flows through England and escapes thro' Liverpool, in preference to Hamburg and Bremen. Of the 212,873 British emigrants in 1857, nearly 150,000 sailed from this port. Of the above number, the United States attracted 126,905, British America 21,000, and Australia 61,248. The number of emigrants who left the shores of Great Britain from 1815 to 1857, was upwards of four millions and a half.

The pride of Liverpool is her docks, which cover a space of no less than four hundred acres of water along the Mersey. They extend on the Liverpool side of the river a distance of five miles, and two miles on the Birkenhead side. The sea-wall along the Liverpool side by which the shipping in the docks is preserved from wind and storm, is one of the greatest works of any age. Its length is upwards of five miles, its average thickness eleven feet, and its average height from the foundations, forty feet. Great difficulty was experienced in gaining a stable foundation for this great structure, and thousands of piles were driven and many great beams of timber sunk to secure a firm bottom. Upwards of eighty pairs of gigantic gates have been put up within the last thirty years, and some of them reach to the unparalleled width of one hundred feet.

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