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Mechanics. Inst. State Rep

Woodstock Journal.

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

VOLUME 6. WOODSTOCK, N. B., THURSDAY, MARCH 8, 1860. NUMBER 36.

OUR PAPER.

The Woodstock Journal is a large eight-page weekly, devoted to the advancement of the industrial. commercial, social and moral interests of New Brunswick.

The objects at which it particularly aims in the present circumstances of the country are the promotion of immigration, the settlement of the wild lands, the opening of the country by means of railroads, &c., an increase of the representation in the Assembly, and Free Education, schools of all grades, from the lowest to the highest being open to all without money and without price, and supported by Direct Taxation.

The Journal is published every Thursday at Woodstock, N. B., by Wm R. Melville for Wm. Edgar, Proprietor.

TERMS.

Single copies, Two dollars a year,
Clubs of six, one and three quarter dollars each,
Clubs of ten, one dollar and a half each.

N. .—To any person who makes up a club at these rates, and sends us the money in advance, we will send a copy of the Journal for one year, *gratis*.

When payment is not make in advance, two dollars and a half, and when payment is delayed beyond the year, three dollars will be charged.

Clergymen, postmasters, and teachers supplied at a dollar and a half a year.

ADDRESS

The Editor of the Journal, Woodstock, N. B

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☞ *Advertisements should be sent in not late than 3 P.M. on Wednesday.*

THE SUFFERING OF INDOLENCE.—There is perhaps, no other cause equally powerful in the production of disease as indolence, and want of employment, both for mind and body. Our nervous, fanciful, hypochondriacal bipeds—male and female alike—generally have not, or at least say they have not, anything or next to nothing, to do. They accordingly trifle away each successive day as best they can, a prey to *ennui*, (that dreadful word!) low spirits, and all sorts of imaginary feelings, which, I am sorry to add, too often end in real and permanent maladies, both severe and ultimately fatal. This numerously abounding class of dyspeptics tell you, with the most solemn and melancholy face, of symptoms which probably were never heard of before. The word neuralgia constantly occurs They have neuralgia all over them, Neuralgia, tic-doloureux, influenza, and a whole host, of high, mysteriously-sounding words flow from their lips; and, to judge from the pitiful recital of ills which their 'flesh is heir to,' they experience in their own persons a mixture of every possible form of disease with which poor humanity has ever been afflicted, from the time of Adam downwards! When one of this numerous class happens to hear of an invalid suffering from—no matter what—disease, he or she is sure to sympathize thus: "Ah! it's just what I have suffered from, myself!" (My Note book: or the Sayings and Doings of a London Physician).

The national movement in Hungary is described as gaining strength every day.—Newspapers to support it are being established everywhere. A letter from Hungary in the *Times*, says that the Austrian Government have prohibited the officers of regiments serving in Hungary from marrying Hungarian girls. This is a powerful testimony to the influence of the ladies

All that is great and permanent and salutary on earth, is slow in its development. Hence patience has always been a prominent feature of true wisdom.

THE ARMSTRONG GUN.—ITS COST AND EFFICIENCY.

A great deal has been both said and written as to the expense of the Armstrong gun, which, it has been argued, is so excessive as to preclude its general adoption throughout the services. Such reports are quite unfounded. It is, and always will be, an expensive process to supersede an immense amount of comparatively new artillery merely to substitute in its place a more efficient weapon; but this is a tax always entailed on progress in any branch of manufacture. Guns of all kinds, no matter whether cast-iron, an Armstrong or a Whitworth, are manufactured solely to attain certain essential results, and the piece which attains these in the greatest proportion must, of necessity, always prove the most economical in the end. But, setting aside this obvious truism, the Armstrong gun is, in every point of view, except, perhaps, that of mere first cost, the cheapest weapon that has yet been produced. Thus, an ordinary twelve pounder field battery gun costs, in metal and labor, about £200. Its utmost really accurate range is fourteen hundred yards; its weight is 19 cwts., requiring six horses to draw it in the field. It is capable of firing 800 rounds of shot under ordinary circumstances, after which number, if it survives so long, it is always condemned and broken up, realizing about half its cost as gun metal. The Armstrong 12 pounder gun costs about £250; its aim is accurate at much more than 5000 yards; its weight is only 8 cwt., and it therefore only requires four horses to move it with the utmost rapidity. Some of those already made have actually fired upwards of 3500 rounds of shot and shell, and are still new guns. For the number of shots in proportion to the cost of the gun, the old muzzle loader costs 5s. for every discharge, the Armstrong only 1s. 3 d., though the former is ineffectual at three-quarters of a mile and the latter unerring at two. The chief and most important saving, however, is in the small number of men it requires to work it, and, above all, in the saving of horse labor. Only those who have seen the difficulty with which artillery is transported by an army can properly appreciate the importance of reducing this, the most formidable of all its many *impediments*. While still retaining the same strength, the Armstrong gun could easily be reduced to almost half the weight at which it is now manufactured, but that there are limits to the amount of lightness which is desirable in these guns. The backward recoil of the gun is in exact proportion to the velocity and force with which the shot leaves the breech, and even the 8 cwt. 12 pounder "kicks" to an extent that may render it necessary to strengthen considerably the present form of carriage for field artillery. It may sound strange to our readers, tho' it is nevertheless strictly true, that up to the present time Sir W. Armstrong has not manufactured any gun with a view of attaining a long range. The range of all the guns on this principle is, of course, immense, but Sir William's main and almost only object has been to secure perfect accuracy of aim. That this is attained to an extent almost incredible to those who have not seen the practice with it, is now admitted even by old artillery officers—the very last and most reluctant to confess that the gun was worth anything at all, or that a civilian could know much more than the difference between the breech and the muzzle of the cannon. Yet, in spite of this unfortunate opinion, so loudly pronounced at one time, the gunners who are used to the Armstrong declared that with it they would undertake never once to miss a man at a mile. At one of the factories a strip of board is shown, 22 inches long by 19 inches broad, which, when the gunners were practising, was whitened over and put up as a target at three quarters of a mile. Though only just visible at this great range, it was hit three times in four shots. At the Elswick works, at Newcastle, a 100-pounder about eleven feet in length, is being manufactured with almost the express view of attaining a long range. This piece, it is anticipated, will have an effective range of over six and a half miles. All these tremendous results, it must be remembered, too, are accomplished with little more than one half the charge of powder used with the present muzzle-loading cannon. This is due not only to the size of the shot itself, which allows no windage, and so receives the whole explosive force of the powder, but to the peculiar mode and pitch of the rifling. The Armstrong shot is of course conical, and about 2½ diameters in length. At the shoulder of the cone is a ring of lead dovetailed into the iron, and a similar one at the base. These are both made about one-sixteenth of an inch longer than the diameter of the bore of the gun, so that the finest lines of the rifling are filled up, and no windage whatever takes place. With an ordinary muzzle loading 32 pounder, weighing 56 cwt., it requires 10 lbs. of powder to hit at 3,000 yards' distance. An Armstrong 32 pounder, weighing 20 cwt., only takes 5 lbs. of powder to send its ball nearly 10,000 yards.—*Times.*

NEW BRUNSWICK AND CANADA LAND AND RAILWAY COMPANY.

This is the title of the Company now engaged in the construction of a railway from St. Andrews to Woodstock, with the ultimate view of prolonging the same to Canada. The half-yearly meeting of the Company was held in London on the 31st January, and the following account of proceedings we copy from the *Times* of February 1st.

NEW BRUNSWICK AND CANADA.

The half-yearly meeting of this company was held yesterday at the London Tavern, Mr. Edwards in the chair.

The report stated that during the last half-year there had been received on share capital account £10,154, making the total amount paid upon the existing shares £144,950. The expenditure recorded during the same period, including all liabilities to the 31st ult., amounted to £19,333, giving a total expenditure by this company of £227,821. The outstanding arrears, not including the last call, were nearly £30,900, upon the existing A and B shares, and if the arrears upon the forfeited shares (£19,500) be taken into account there would appear a deficiency of £49,500. The *ex parte* injunction obtained by the class A company restraining this company from the issue of debentures had been dissolved by the Master of the Rolls; and also the suit in Chancery instituted by Mr. Conybeare for obtaining the repayment of the purchase money of his shares had been dismissed by the Court, after full hearing. The directors continued to receive from the manager and others who, acquainted with the resources of the country traversed by the railway, assurances of the remunerative character of the traffic it must command when the terminus had been reached; and the directors were glad to add, that the difficulties in the way of its completion, aggravated by the arrears, and by the hostile proceedings above referred to, were to a great extent removed. The directors had very recently concluded arrangements for the completion of the railway to the terminus, near Woodstock. The contractors agreed to receive mortgage bonds in payment for the work and rails, and were under engagement to complete them within the period prescribed by the Legislature of New Brunswick.

The Chairman explained, that since the last meeting the directors had been unceasing in their endeavors to extricate the company from its difficulties. At that time there were heavy liabilities, and the difficulties were increased by internal dissensions; but now he had the satisfaction of stating, that negotiations had been concluded for the completion of the line in its integrity, and in accordance with the Act of Parliament. He was in hopes that the agreement would have been sealed before holding the meeting, but some delay had arisen in consequence of one of the solicitors being out of town, and therefore it would require a few days to complete it. He trusted they would consider the arrangement highly satisfactory. The contractors had agreed to take £20,000 in bonds, in part payment of the contract, and to find other parties who would advance £40,000 on loan. The share holders would have the offer to take up the bonds at the same rate as the contractors, if they wished to do so. The directors were prepared to take up the remainder of the bonds. Mr. Thompson, their manager, had stated his opinion, that the traffic on the line, notwithstanding the excess of capital cost over the estimate, would be sufficient to yield 7 per cent. on a capital of £460,000, irrespective of the land. He concluded by moving the adoption of the report.

Mr. J. Field suggested the propriety of adjourning the meeting until after the agreement with the contractors was sealed, in order to place more information before the shareholders than was contained in the report.

Mr. Baxter and the Chairman thought it a judicious proposition, and, after some observations from Mr. Conybeare, Mr. Maude, and other shareholders, a resolution was passed adjourning the meeting to Tuesday next, at the same hour.

FEBRUARY 11th, 1860.

MY DEAR SIR,—I shall not attempt to describe to you the ups and downs, the failures and renewals of negotiations, and the harassing anxieties of the last few weeks; all this will keep very well till we meet. It is sufficient now, thank God, that I am at last able to say that the contract is *actually "signed, sealed, and delivered,"* and that the contractors have paid £5,000 into our hands as an instalment on the £20,000 which they are to advance, and that the £15,000 balance is to be paid over in the course of next week. The directors' £40,000 will then be forthcoming without any delay or difficulty, and the salvation of the company thus be effected and the completion of the road be secured beyond the possibility of doubt.

You will perfectly understand that this new contract that we have entered into not only provides for the completion of the line to Woodstock, but *also embraces the whole road to the Canada frontier*, and it will only depend now upon whether the exertions which have been made here will be met in an enlightened spirit by the Legislature and people of New Brunswick, as to how soon and with what vigor the works will be pushed forward. If the Government will act upon and carry out the policy set forth in the Bell-Forsyth correspondence, there will not only be no difficulties to retard the completion of the road, but it will be the dawn of a bright epoch of prosperity for the Province.

You must please to begin to prepare men's minds for the applications we shall have to make to the House directly I get back, which will be by the boat this day fortnight. I cannot leave before, for I will not do so until every single thing that has to be done is done, and in consequence of the delays that have arisen day after day in the most vexatious and unforeseen manner, various complications have also arisen in other ways that will occupy a few days to arrange. The nature of the applications which we shall have to make to the House I cannot attempt to enter into within the compass of a letter; the first will, of course, refer to what interest the Government will take in the extension beyond Woodstock, and the second will be to consolidate all the various Acts under which we are now working into one, for the sake of convenience and simplicity.

I am heartily tired of my work here, and extremely anxious to get back to the Province, and although this anxiety is increased in consequence of my not having received any letters by the last two mails, and the certainty that I shall not receive any more, (as of course you all think I am already on my passage) still I think it is my duty not to leave till everything is settled, and I have got the money in my pocket to pay off all the liabilities.

The contract was only signed *last night*, so we have to thank the new postal arrangement, which enables us to send letters *via* Cork, and thus gives us one more day to post them here, that I can write to you at all by this packet; but I am driven into a corner for time, so you will, I am sure, excuse this short and hurried epistle.

I remain always, my dear sir, yours very truly, JULIUS THOMPSON.

Hon. Capt. ROBINSON, R.N., Fredericton

A Yankee editor says: "We don't mind recording the death of people without being paid for our trouble, though that is not fair, but panegyrics on the dead must be paid for—we positively can not send people to heaven for nothing."

TELEGRAPHING.—The operation of sending dispatches direct from Halifax, Nova Scotia, to Milwaukee and Prairie du Chien, via Quebec, Kingston, Ogdensburg Detroit and Chicago, was performed on Monday, 13th inst, the lines working over three thousand miles with ease.

A FORMIDABLE STRIKE OF THE SHOEMAKERS.—The shoemakers of eastern Massachusetts and of New Hampshire, are striking something besides their lap-stones.—They are combined in a general "strike" for an increase of wages. The movement commenced in Lynn, Natick, and some other of the principal shoe manufacturing towns, and has since been largely extended. Some of the manufacturers have determined to favor the movement, and demand an advance on the prices of goods.

At Lynn, on Saturday, a committee of the striking reported that the manufacturers were generally in favor of the movement, and would pay the price demanded. Some of the manufacturers had sold a portion of their stocks, and refused to take orders except at advanced prices. They had signified their willingness to contribute to the support of the journeymen during the strike. It was stated that some of the manufacturers would pay as high as $300 to help carry the strike to a successful issue.

The journeymen shoemakers of Marblehead, Haverhill, and Newburyport, had joined in the strike, and it was to be immediately extended to Brookfield, Southboro', Westboro', Milford, Holliston, Ashland and Waltham, and towns in New Hampshire.

In Marblehead, over 800 journeymen had joined.

A BURIED CITY AND ITS TREASURES.—The New Granada grave excitement having pretty well died out, the restless treasure-seekers have taken it into their heads that the old city of Port Royal, which was, swallowed up by an earthquake in 1692, and over the ruins of which now dash the waters of the bay of Kingston, Jamaica, if its deluged secrets were explored, would pay for the risk and trouble and expense with untold gold. Such an expedition is already projected, and, with marine armor it is in the range of modern possibilities that it will result in something practical.—When the city was sunken it was large, populous, well built and wealthy, and when the earth opened and the waves of the sea engulphed it, it became the coffin of thousands, and in its ruins, yet to be seen in a clear, sunny day, as the vessel glides over the smooth waters of the bay, and over the house-tops and streets of the once gay metropolis of the island, many of its ruins having yet resisted the action of the waves and wear of time, there can be no doubt that great wealth lies buried, and is probably accessible to the approach of modern arts and adventurers. More improbable expeditions have been started, resulting in some instances with success.

ESCAPE OF A YOUNG LADY.—Mary Fuller, a young girl imprisoned in the Ohio Penitentiary for counterfeiting, made her escape on the 1st instant, from the fifth story of the prison, by passing out of her window and passing along the side of the building, upon the cornice or water table, about eighteen inches broad. Passing along the front of the building, at the immense height of fifty or sixty feet from the ground, with nothing to hold to, and upon the projection scarcely visible from the ground, she reached at about the distance of about forty feet from her room window, a place where it was necessary for her to jump about twelve feet to the roof of the west wing.—The leap was taken, proved a safe one, and the dauntless woman next fastened to the corner of the roof a rope which she had made of her bedding, grasped it in her hands, and swinging herself from the roof passed down the outside of the wall over windows where other convicts were sleeping, and down to *terra firma* where, at a distance of forty-five feet below the roof, she alighted in the arms of a confederate.—*Ban. Times.*

A Virginia member of the House of Representatives franked a gallon can of oysters to one of his constituents the other day.