

Woodstock Journal.

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

VOLUME 6.

WOODSTOCK, N. B., THURSDAY, MAY 10, 1860.

NUMBER 44.

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., 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. B.—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 made 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.

ADVERTISEMENTS.
The Editor of the Journal, Woodstock, N. B.

TERMS OF ADVERTISING.

BY THE YEAR.
A Column, \$26. Half Column, \$14.
Third of Column, 10. Quarter Column, 6.
Cards of four to eight lines, 4.

BY THE HALF YEAR.
One third less than by the year.

BY THE QUARTER.
One half less than by the year.

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Same—each succeeding insertion, 1d.

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Advertisements should be sent in not later than 3 P.M. on Wednesday.

NEW FALL GOODS!

AT THE BRICK BUILDING, MAIN-STREET

JUST Received a large and fashionable stock of Fall & Winter Goods, consisting of

LONG AND SQUARE

WOOL SHAWLS,

BLACK AND COLORED

CLOTH CLOAK

CLOAKING CLOTH

in all colors, with Trimmings to match.

Fancy Dresses,

Wool and Gal Plaids,

Black and Colored Silks,

Polka Jackets,

BERLIN HOODS AND SCARFS,

TICKETS AND DENIMS.

BLUE AND WHITE

COTTON WARPS,

FACTORY AND WHITE COTTON,

COTTON RATTING, &c., &c.

FANCY FLANNELS FOR SHIPPING,

Blankets & Horse Rugs,

Carpetings and Druggists.

Hosiery & Gloves

FURS, in-Finch, Mountain Martin, and Grey Squirrel.

Ladies and Misses Felt Hats and Bonnets

Stamped Muslins and Working Cotton.

Gents Neck and Pocket Handkerchiefs, Shirt and Shirt Collars, &c., &c.

ROBERT BROWN.

Woodstock, Nov. 18th. 1859.

Parliamentary.

HOUSE OF ASSEMBLY.

RAILWAY COMMITTEE—MINORITY REPORT.

Mr. Lawrence, a member of the Railway Committee, then submitted a Report signed by a minority of the same Committee, which he read; and this report being also handed in at the Clerk's Table, was there again read, and is as follows:—

"We the undersigned members of the Committee appointed by Resolution of the House on the 22nd day of February last to report upon all matters relating to the European and North American Railway, beg leave to submit the following Report:—

"1. At an early stage in our investigation, application was made for the books, estimates, and all plans showing the land taken for Railway purposes, together with the monthly estimates of the divisional Engineers, as well as the certificates or book of copies of the Chief Engineer, or which payments have been made; your Committee regret to state that only a portion of the information asked for has been laid before them; no books of any kind, nor certificates of the Chief Engineer, nor the monthly estimates of the divisional Engineers, (with the exception of one,) nor the Minute Book of the Board of Commissioners, nor the plan of Track and Station grounds at Hampton, have been obtained. There is one document of great importance in an enquiry such as your Committee was pursuing, on which they feel it to be their duty to express their views strongly; on the 21st March an order was given for the production of the Tables on which the estimate for the additional 15 per cent. of £139,000, is based; this Table was frequently asked for;—the testimony of the Chief Engineer in reference to it not only implicates himself in not having it before the Committee, but also the Secretary of the Railway Board who has had it in his possession, although called upon to forward it for the examination of your Committee; your Committee cannot resist the conviction that for some reason this important document has been withheld.

"2. The financial statement in the Report of Commissioners is such as to afford but little satisfaction from its perusal. From the absence of the Books, no opportunity has been afforded to test its correctness. There is an item of £43,011 expended in 1859 for labor by Contract or otherwise, of which no details are given, as well as the large sum of £19,534 paid John Erock-light, on Sections 1, 2, 3, 4, Saint John; neither the date of the payment of this sum, nor the particular service performed are given. From this fact, as well as other reasons, your Committee would strongly recommend that a full and detailed statement of all moneys expended in the construction of the Railway and for its equipment, specifying the name of the persons, the date of each payment, as well as the work done, or the service performed, down to the end of the fiscal year, to be laid before the Legislature, within ten days after the opening of the Session of 1861; the propriety of this suggestion must be apparent to all; for while every other Public Department of the Province is required to furnish the fullest information, there is no reason why the Railway Board should be exempted; as it is expected that by the close of the fiscal year the whole Road will be finished, the Legislature and the country ought to have the fullest information on all matters financial and otherwise connected with it.

"Your Committee are strongly of the opinion, that the expenditure of no sum beyond the amount stated in the final Estimate of cost, viz: £1,057,171, should be sanctioned by the Government without the fullest enquiry into the manner in which the above amount shall have been spent, as it appears from both the evidence of Messrs. Light and Burrows, a Road in every way its equal ought to be built for less money."

"4. From the evidence before your Committee, it appears that the Appraisers of Land Damages have received for salaries, travelling expenses, and contingencies, for twelve months, the sum of £262, and that the Road was finally located October 1858, and that since the month of November they have had no meeting; your Committee are decidedly of the opinion, that no services have been rendered commensurate with the amount paid them, and would strongly recommend that their services be brought to a close; or if indispensable, they be paid only for the time

they are actually occupied in the service of the Province.

"5. Your Committee feel called upon to remark, that while in their opinion many persons who have received nothing save greater claims for compensation for damage done and for land taken for Railway purposes than Nelson Arnold, he appears from the plans submitted and evidence, to have had taken 1 acre and 24 perches, for which he received the sum of £260. James Smith, Chairman of the Land Appraisers, has also it appears received the sum of £200 for earth borrowed, the fee simple of which he still retains; the quantity of ground gone over is variously estimated from 1.40th to 1.4th of an acre. Your Committee feel that in the Accounts referred to great injustice has been done the Province.

"6. There are cases on record of land taken by the Commissioners from individuals whose property has been largely increased in value by the Railway, and who have received compensation, when, in the opinion of your Committee, they were clearly not entitled to it. There is one case in particular, where an individual who appears to have been a frequent visitor at the Railway Office, and to have had access to Plans by which he was enabled to ascertain where the Hampton Station was to be placed, who went immediately and purchased the land, viz: fifty acres, for £5 an acre, and although he has received £100 for less than one-fourth of an acre, the Commissioners had allowed him £50 for land taken for Railway purposes, notwithstanding it was by the expenditure of the public funds in the construction of a Railroad that this land was so materially increased in value. From the evidence before your Committee it also appears that crossings, or payment in lieu of crossings, have been made, while in cases where great and material damage has been done, none had been provided, nor any consideration, in the opinion of your Committee, paid in lieu thereof. When justice ceases to be "even handed" it ceases to be justice.

"7. In examining into the Commissioners' and Engineer's Report of 1859, for the causes of the increase of the 15 per cent. over the estimate of previous year, your Committee find that one cause assigned is the reduction of the Grades.—This reason is entirely fallacious, as it appears from the evidence of Messrs. Burrows and Light, that the reduction was made in the year 1858, and from the testimony of the Chief Engineer, was provided for in the estimate of that year: Another reason assigned for the increased cost of the Road over the estimate of 1858, is the incompleteness of the survey, arising from the difficulty of obtaining an efficient staff; this reason, in the opinion of your Committee, is far from satisfactory, as it appears from the evidence of Mr. Burrows that there has been no scarcity of Engineers during the past four years, and from the testimony of Mr. Light, that the surveys made by Mr. Giles were "elaborate surveys;" and from the Report of 1858, it appears Giles' profiles and plans were of the greatest value. The unfairness of the reason assigned will be the more apparent on reference to page 6, Supplementary Report, 1858, from which the following is taken:—"On the 7th of October 1858, the surveys have been carefully made, the location revised, and the quantities calculated by the new specifications, there is no reason to suppose that the cost will exceed the estimate by more than the usual per centage." The amount of per centage allowed generally is ten per cent., but on reference to Table A, No. 1, page 72, Report 1858, it appears that 15 per cent. was allowed for contingencies on the work unfinished.

"8. Another reason assigned for the increased cost of £139,000 over the estimate of 1858, is the want of knowledge of the country and of the sudden changes of climate from frost to thaws and heavy rains. This declaration, in the opinion of your Committee, is a strong reflection on those connected with the management and oversight of the works, for it is unreasonable to believe that it would require three years to learn what any one of ordinary intelligence could have discovered in a less period. No evidence has been adduced to show that any material damage has been done to the works from any of these causes. In the estimates of 1858, £30,353 is allowed for contingencies on the balance of grading, masonry, bridging, &c., and if any increased expenditures had become necessary, in the amount named, there would be ample for that object; it must not be forgotten, that during construction the Contractors run all risk, and

by the terms of their contract they are generally required to uphold the Road for the first twelve months.

"9. From the Report of 1858, it appears that on the 31st December 1855, the amount of contract and other work remaining to be done was £185,126, for which there was provided in the estimate of that year 15 per cent. to cover any additional work in connection with it: An additional sum of £139,000 is stated to be necessary over and above the 15 per cent. of the previous year; this, in the opinion of your Committee, is a state of things far from satisfactory, for it appears that the estimate of 1858 for Rolling stock, Superstructure, and Stations, was sufficient, with the exception of from £5000 to £10,000 for the latter. There is in connection with the above, one fact to which your Committee wish to draw special attention, believing that it will cause as much surprise to the Legislature and the country as it did to your Committee, viz: that while the estimated cost of the Road is £139,000 more than the previous year, it appears from the evidence of the Chief Engineer and others, that during the year 1859 important alterations have been made in the character of the Road, which ought to reduce in place of increasing its cost, for not only is the quantity of ballast used less than in the estimate of 1858, but slopes have been reduced from 2 to 1 to 1 1/2 to 1; cuttings have also been reduced in width, while embankments have been narrowed from 20 to 18 feet, and platforms substituted in some places for Station houses; it therefore appears that the Province is to pay an additional price for its Road, and to have an inferior one to that described in the Report and Evidence of 1858.

"10. In connection with this branch of enquiry, your Committee could not learn whether the alterations were done by the authority and sanction of the Board of Commissioners; your Committee expected to have had the Record book, and have ascertained when these important changes were ordered, and the reason for altering the character of the Road. The Chief Commissioner in answer to the question,—"Whether there was any record relative to the changes referred to, said, 'He thought not.' Your Committee fear that there is not that system, consultation, and frequent meeting of the Board which the great Provincial interests entrusted to their charge demand.

"11. In the Report of 1858, the Commissioners submitted a comparative statement of the cost of Railways in Nova Scotia and this Province. In the cost of the Nova Scotia Road the large item of interest amounting to over £74,000 was included, while in the cost of ours, that item was omitted altogether; this, in the opinion of your Committee, was doing not only injustice to Nova Scotia, but misleading the Legislature and the country as to the comparative cost of the two lines.—Laurie, in his Report from which the Table of cost of the Nova Scotia Line was taken, refers to interest as included in two places of his Report. Your Committee would draw attention to the large sum already paid as interest, amounting up to 1st March, to over £90,000, which added to the estimate cost of the Road, amounts to £1,157,000, to which must be added the interest due when the construction Account closes, less any profit which may be derived from the running of the Road.

"12. Your Committee on referring to the Commissioner's Report for 1859, find it stated, that the gross Revenue for the year ending 31st October of that year was £14,797 15 1, leaving the net profit of £5,795 2 7. In the same Report is a Report from the Superintendent of the Road, showing the expenses connected therewith, together with a detailed statement showing the monthly receipts at the respective Stations and Cars from passengers and freight, together with receipts for storage and wharfage at the several Stations: From the same Report it appears that the sum of £5,998 17 1 has been received for Locomotives and Cars during the year ending 31st October 1859, without naming the parties from whom it was received, nor the amounts they respectively paid; for the details in this particular your Committee are indebted to the Auditor General's Report, page 189; in it will be found all the Tables in the Superintendent's Report from page 31 to 38, with the addition of the following:—

"No. 8. LOCOMOTIVE AND CARS.
A large portion of the Locomotives and Cars were employed by the Contractors, the gross receipts for which during the year were as follow:—

| | |
|-------------------------|--------------------|
| From John Brookfield, | £1,222 0 11 |
| " Walker and Co. | 3,835 0 0 |
| " Johnston and Blackie, | 644 16 2 |
| " D. P. Myers, | 110 0 0 |
| " Thomas King, | 18 0 0 |
| " M'Bean and M'Donald, | 369 0 0 |
| Total | £5,998 17 1 |

"Why this important Table should be omitted from the Railway Report, your Committee will leave others to decide; there is one fact in connection with it which is too important to pass by, viz: that Mr. Walker, of the firm of Walker and Company, stated before your Committee, that the only amount charged them for the use of Locomotives and Cars was about £1,000: Your Committee will leave the Legislature to draw their own conclusions, after adding one observation, viz: that they fear the £5,795, 2 7 net Revenue, as stated in the Report of the Chief Commissioner, is calculated to mislead the Public.

"13. From the evidence and official documents before your Committee, it appears that Section 5, Salisbury, was let to the Messieurs Walkers for the sum of £25,172, to be completed in the month of November 1859, and that in consequence of the Report of Chief Engineer that they would not complete it within the time stated, the Section was taken from them and given to Mr. M'Bean, or Messieurs M'Donald and M'Bean, who it appears from the Report of 1859, of the Chief Engineer, has not completed the work yet, and who states that the grading will be finished early enough in the Spring to enable the Track to be laid for the final opening without being entirely ballasted. It would therefore appear that injustice has been done the Messieurs Walkers by taking the work from them; it also appears by the evidence that the contract ceased on the 1st January, 1859, and they were allowed about £14,000; and that on the same section Mr. M'Bean has been paid £22,621, while the value of the work on which he was entitled to pay, as reported by the Divisional Engineer, was only £19,620, leaving M'Bean £3,000 in debt to the Province. The whole proceedings in reference to this Section is very unsatisfactory: Your Committee believe that the Engineer and Commissioners are highly censurable, as they believe that injustice has been done both the Messieurs Walkers, the Law violated by paying beyond the amount certified to by the Divisional Engineer, and an additional cost entailed on the Province in the construction of this Section.

"14. From the evidence of the Chief Engineer it appears that the sum of £7,407 was allowed the Messieurs Walkers during the Summer of 1858 for extras and the late delivery of the Cars, and which amount was knowingly kept out of the estimates in the Report of that year, with the knowledge and approbation of the Chief Commissioner; your Committee believe that such a proceeding in reference to any department, is calculated to cast suspicion and distrust upon any estimate or statement from the Railway Department.

"15. From the evidence of Messieurs Burrows and Light, it would appear that a Road, in every way equal to the one from Saint John to Shediac, ought to be built for a much less sum than is estimated as its cost; and in a letter from the Chief Commissioner, dated 29th December 1857, to R. Bert Reed, Esquire, his Co-Commissioner in England, your Committee find the following, viz:—"I believe we have got good men for the work, this will bring the 40 miles completed at under £5000 currency per mile, including rails and sleepers; as the remaining 20 miles are much easier, I have no doubt the whole Road will be completed at £6000 currency per mile. And in a letter subsequently addressed by I. Bert Reed, Esq. to the Messieurs Barings, bearing date 16th January 1858, it is stated—"I have much pleasure in informing you that the 40 miles of Road lately tendered for, has been taken at prices which, when completed, will cost, including rail, under £5000 currency per mile, and as the remaining 20 miles to connect Shediac with Saint John is much easier to construct, it is now estimated that the whole Road will be completed at £6,000 per mile." Your Committee are of opinion that no statements except of the most correct and reliable character should have been communicated to the Messieurs Barings, who are so deeply interested in the financial standing of the Province, and the integrity of her public men, especially those conducting her public works. It is quite evident Mr. Reed placed implicit confidence in the statements of the Chief

ofula, or King's Evil
stitutional disease, a corruption of
by which this fluid becomes vitiated
and poor. Being in the circulation
the whole body, and may burst
on any part of it. No organ is
attacks, nor is there one which it
destroy. The scrofulous taint is varied
by mercurial disease, low living,
or unhealthy food, impure air,
lithy habits, the depressing vices, and
all, by the venereal infection. What
its origin, it is hereditary in the
case, descending "from parents to children"
the third and fourth generation;" and
to be the rod of Him who says,
"Visit the iniquities of the fathers upon
children."

effects commence by deposition from
of corrupt or ulcerous matter, which
liver, and internal organs, is term
face, eruptions, swellings; and
face, eruptions of sores. This foul
n, which renders in the blood, deprives
ergies of life, so that scrofulous constit
not only suffer from scrofulous con
y, but they have less power to with
the attacks of other diseases; com
y, vast numbers perish by discom
y, although not scrofulous in their nat
ll rendered fatal by this taint in t
Most of the consumption which de
the human family has its origin direct
scrofulous contamination; and many
scrofulous diseases of the liver, kidneys, and
ided, of all the organs, arise from a
gravated by the same cause.

quarter of all our people are scrofulous;
persons are invaded by this lurking
and their health is undermined by i
and from the system we must remove
ed by an alternative medicine, and in
it by healthy food and exercise
a medicine we supply in

AYER'S
ound Extract of Sarsaparilla
st effective remedy which the medical
of our times can devise for this ev
prevailing and fatal malady. It is com
from the most active remedials that ha
discovered for the expurgation of this fo
r from the blood, and the rescue of th
from its destructive consequences.
It should be employed for the cure of
ly scrofula, but also those other affe
which arise from it, such as ERYTH
KIN DISEASES, ST. ANTHONY'S FIRE,
OF ERYSIPELAS, PIMPLES, PUSTULES,
ITIS, BLAINS and BOILS, TUMORS, TETTER
RASH, ITCH, SCALD HEAD, RINGWORM,
LATION, SYPHILITIC and MERCURIAL DIS
DROPSY, DYSPEPSIA, DEBILITY, and
ALL COMPLAINTS ARISING FROM VITIA
IMPURE BLOOD. The popular belief
"purity of the blood" is founded in truth,
ful is a degeneration of the blood. The
lar purpose and virtue of this Sarsapa
to purify and regenerate this vital fluid,
which sound health is impossible in
inated constitutions.

ver's Cathartic Pills,
L THE PURPOSES OF A FAMILY PHYSIC,
omposed that disease within the range of
tion can rarely withstand or evade them
contrating properties search, and cleanse,
ignite every portion of the human organ
restoring its diseased action, and restoring
ly vitalities. As a consequence of these
the, the invalid who is bowed down with
physical debility is astonished to find his
energy restored by a remedy at once so
and inviting.

er's Cherry Pectoral,
FOR THE RAPID CURE OF
C, Colds, Influenza, Hoarseness,
P, Bronchitis, Incipient Consumption,
nts in advanced stages of the
se.
le is the field of its usefulness and so ma
are the cases of its cures, that almost
of country abounds in persons who
wn, who have been restored from alarmi
n desperate diseases of the lungs by th
hen once tried, its superiority over ever
edicine of its kind is too apparent to exag
and, where its virtues are known, the
longer hesitate what antidote to employ
distressing and dangerous affections of
ry organs that are incident to our clima
many inferior remedies thrust upon th
ity have failed and been discarded, th
ed friends by every trial, conferred benef
afflicted they can never forget, and pro
too numerous and too remarkable to
ten.

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at J. M. WALKER, St. John, and
Druggists and Merchants.
RINE & EXTRA FLUR
JOHN EDGAR.