

Mechanics Institute - Boy 164

# Woodstock Journal.

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

VOLUME 6.

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### OUR PAPER.

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

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

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### Lord John Russell on the Italian Question.

Lord John Russell in his speech at Aberdeen, after talking a little about Reform, gave his hearers this epitome of the Italian question, accompanied by a statement of the attitude of the present Ministry in regard to it.—*New York Albion.*

Getlemen, this is a question on which I will venture to touch before I conclude, because, though not one in which we have taken an immediate part, it is one in which I think every Briton must take a deep interest. I allude to that which has taken place, and is taking place, in Italy.—(Cheers.) You will permit me to refer to events of some time back, but which are a clue to that which is happening at the present moment. For centuries the Italian people—a people rich both in commerce and agriculture—have been subject to foreign Powers—sometimes to the Germans, sometimes to the French. About sixty years ago, a general, full of youth, full of genius, full of capacity of every kind, both for war and for civil affairs, entered Italy and declared that he came to give liberty to that people. The Italian people were delighted—the whole of Lombardy was in a state of joy and ecstacy, and though his warlike operations were successful, yet for a time it came to be that the French government was the government of Italy, and in 1814 the people of Lombardy were averse to that foreign dominion, and earnestly desired a change. They applied to an English general, Lord William Bentinck, as honest a lover of liberty as ever existed; they applied to him, and they applied afterwards to the English minister to know what was to be their fate. The English minister told them that their fate was very well settled—that the Emperor of Austria had been kind enough to declare that he would take charge of Lombardy, and therefore he, the English minister, had to refer them to the Austrian minister. (Hear, and a laugh.)

Well, they have had this new government up to 1859—to the present time—and every year they became more and more averse to it. Well, I am not saying whether they were justified in their dislike of the former French government or of the late Austrian government—I am only telling you what was the fact known to you all—no more. Well, it had occurred some ten or twelve years ago to some men of very ardent hopes and great literary talents, that these foreign nations had not succeeded

in attaining the affection or confidence of the Italians—that the Italians might as well govern Italy themselves. It was a new notion, but a very unnatural one. In 1848-49 they made the attempt. Unfortunately they succeeded so ill that they gave people a great distrust of their power of self government; but the Emperor of the French having conquered Lombardy in the present year made a wise and magnanimous declaration that he did not go to conquer Lombardy for himself, but that the Italians should be free citizens of a great country. The Italians, not only in Lombardy, but in Tuscany, Modena, and Parma, have acted upon this declaration, and they have made temporary and provisional governments to themselves, declaring that they wish hereafter to be the free citizens of a great country. (Applause.) Well, I ask, has there been any mischief produced? Because I think with regard to this matter of states and nations regarding their own government, it is not very different from that of a man—say in this city of Aberdeen—regulating his own house. (Applause, and a laugh.) But at the same time, it is possible that a man may manage his own house in such a way as to be a great nuisance to his neighbors. (Laughter.)

For instance, he may start a pyrotechnic manufactory in his house, making experiments to try his skill, and it may be, sending up sky rockets into the air every evening in order to see the effect. This would not seem to be agreeable, because other householders might conceive that their houses might be set on fire. Instead of wishing to encourage the gentleman to do whatever he pleases in his own house, the Lord Provost might be called on to interfere with that gentleman because he was likely to set fire to the houses of his neighbors—(laughter)—but has anything of that sort occurred in Italy? Can any man say there is such a disturbance of order at Milan, Modena, or Florence, that the neighbors—the Austrians, or other neighbors—are called upon to interfere? (Cheers.) On the contrary, the conduct of this people, just emancipated, who have been subject to foreign rule for many years, might have been expected to burst into some excess, possibly some outrage against the persons who are most odious to them, they have conducted their matters with perfect order—with such order as if they had been the citizens of a country which had long been free. (Cheers.) Well, then, gentlemen, I say, though we can claim no credit for having enabled these people to assert their freedom—although we have been bystanders, and, I think for very good and sufficient reasons, have taken no part in the hostilities of this spring; yet I think we are bound to say—we do say, and we have said—that against any interference of foreign force to prevent those people having their own government and conducting their affairs as they like, we do most loudly and solemnly protest. (Loud cheers.)

Therefore, gentlemen, be the terms of the treaty now negotiated what they may, if hereafter, consequent upon that treaty, there shall be that of which you have heard, no doubt, and which has been frequently talked of—if there shall be a conquest of the Powers of Europe—if it shall be the wish of those hostilities that in the final settlement of the different states belonging to the other Powers of Europe should take part in those consultations, we might assist only upon one condition, namely, that with respect to using foreign force in order to compel fulfilment of the conditions of peace, whatever they may be, so as not to interfere with the right of the people of this country to manage their own concerns—that, if such should be the object, or land may stand apart and take no concern. (Loud applause.) But, gentlemen, I feel convinced, and such is the language, not of one of those powers, but of both those powers, that whatever their opinions may be as to what has taken place—and the Austrian government cannot be expected to approve of the revolution in Modena and Tuscany—yet I believe neither power has any intention to interfere by force with the decision of those peoples. I think it a matter of great importance that it should be so, because that system—which is rather disguised than expressed by the phrase, the balance of power—that system means that the different states shall be independent, that they shall manage their own concerns, and that no one state should have the preponderance in Europe, or dictate what should be the constitution, or what should be the internal government of the rest.

**RAILROAD OPENED TO RIVIERE DU LOUP.**—The Quebec Chronicle gives the following account of the formal opening of the Grand Trunk Railroad below Quebec as far as Riviere du Loup.—On Monday, the 17th, the communication by rail between this city and the lower parishes was opened by Mr. Blackwell, Vice President of the Grand Trunk Railway, accompanied by the Honble. Sir Etienne Tache, a Director of the Road, Mr. Starks and a numerous staff of Engineers; Mr. Hodges, agent for the contractor of the line, Mr. Buchanan, Government Emigration agent, Mr. Reekie and Colonel Rhodes and Mr. Forsyth, who in the early stages of the Quebec and Trois Pistoles Company represented it in London in conjunction with the Hon. J. Ross. The cars started at half past 6 A.M. and at 11, the Morning Obsequies with news of the proceeding, evening by the North Briton was delivered in Riviere du Loup. At every station there were large crowds, who cheered heartily, and showed by the display of flags, bouquets of tress, and other devices of welcome, that they fully appreciated the great advantages of being within the compass of rapid communication with the world. At St. Anne's the Rev. the Grand Vicar, the Principal of the College, and a numerous assembly of Ecclesiastics, with the principal residents of the place, welcomed Mr. Blackwell and the company most enthusiastically; and at Riviere du Loup all classes were most anxious to show their appreciation of the iron horse. Sir E. Tache was every where greeted with marked respect, and, as he had had so much to do in forwarding this line, he evidently felt much gratified. The latter part of the road, say about eight or ten miles, will not however, be fit for traffic for some little time, the rails having been laid temporarily for the occasion. The train proceeded over this part very slowly; but when balanced and finished, the whole line will equal anything of the kind in Canada.—Indeed, over that part which is fully finished, between St. Roch and St. Thomas, which was built by Mr. Reekie, the trains went at the rate of 42 miles an hour. Mr. Blackwell, who conducted the road from Quebec to Richmond and from the Chaudiere to St. Thomas has earned himself a reputation which will always associate him with Canadian Railways. The neatness and uniformity of the Station House, substantially built in fine brick, and the Engine House at Riviere du Loup, reflect the highest credit on Mr. Hughes, whose name in connection with that of Alexander Ross and the Victoria Bridge, will henceforth be a household word in Canada. The bridge at St. Ann and Riviere Ouelle combine great strength with elegance of structure. We learn that the line will not be formally opened till spring, when the latter part will be ballasted and finished.—The principal object of the present excursion was the desire of Mr. Blackwell to show how benefit to the Company can be extended in the Eastern parts, which he has been instrumental in carrying out in the Western section of this truly gigantic Railway; and we trust will result in a determination to proceed from Riviere du Loup to the magnificent harbors of Saint Andrews and Saint John on the Bay of Fundy.

**THE LEGISLATURE.**—It is thought some steps will be taken towards a Railway extension from this City to the American frontier, at the next Session of the House. This will be an important matter, and we hope our representatives will go prepared to take the matter in hand in right good earnest.—*Globe.*

The number of cases of Small Pox this year in St. John, N.B., has been 63, deaths 7. Two cases remained in the city and one in Portland on the 16th inst. Eleven persons in one family were at that date down with the disease near Drury's Mills, Kennebecasis. All those remaining on Partridge Island were convalescent.—*Haltifax Journal.*

Potatoes of excellent quality are selling in Prince Edward's Island for one shilling, Island currency, per bushel, or nine pence New Brunswick currency.

It is reported that Ticknor & Fields will be the new publishers of the Atlantic Monthly.

Governor Morrill has appointed Thursday, November 24th, Thanksgiving in Maine.

**PRESBYTERIAN.**—On the 8th ultimo the friends and admirers of the Rev. James Salmon of Woodstock, presented him with a beautiful pulpit Bible and Prayer Book as a token of their affection for him as a minister of the Gospel of Christ.—*Presbyterian.*

**LAST WORD TO DELINQUENT SUBSCRIBERS.**—Having given those of our subscribers who were two years in arrears on the 7th instant (yesterday) timely notice of the means which we should adopt to collect the sums which they owe us, those who have disregarded the warning, will have to take the consequences. To-day a large number of accounts will be placed in the hands of a magistrate; and we will continue to hand them over to him as fast as is found convenient. Journal Office, Sept. 6.

## The Journal.

**A Railway to Canada.**—In our last issue we noticed the fact of the opening of the Grand Trunk Railway to Riviere du Loup, as a step towards a Railway union between Canada and New Brunswick, and made a brief allusion to the mistaken policy of New Brunswick in throwing away the golden opportunity of securing an early connection with Canada by rail. We observe in The New Brunswicker of the 27th ult. some remarks upon the same subject, and under the impression that the matter has not yet been totally lost sight of in our commercial metropolis, we venture to again return to a subject upon which we have written very much and very often, with an almost discouraging want of effect.

This, we hope, is not the day at which it is necessary to argue the value of railway communication with Canada, of an extension of the Grand Trunk line through this Province, of making Saint John or some New Brunswick port the ocean terminus of the magnificent railway system of our Sister Province. Did we believe that in 1859 discussion was necessary upon that point we would certainly despair for New Brunswick. But we think that the importance of the object is universally acknowledged; that all earnestly desire its consummation, however much they may differ as to the means to be employed or the route to be chosen.

The St. John and Shediac line is 108 miles in length, and will when completed cost, in round numbers, one million pounds. When this sum is spent, and the Province is burdened with an annual sum of £60,000 to pay the interest of its cost, what will it have to show?

The line runs from Saint John to—nowhere. It runs, no doubt, through a fine country, and it may do something to attract the trade of Prince Edward's Island. But what is the trade of that island compared with what might be secured by a connection with Canada? What is the country between St. John and Shediac compared with the valley of the St. John River? What is the local traffic of the former route compared to that of the latter?

The Grand Trunk line is completed to the Riviere du Loup; the St. Andrews road is within twenty-five miles of Woodstock. The gap left may be estimated as follows:—

Canterbury to Woodstock	26 miles
Woodstock to Grand Falls	73 "
Grand Falls to Riviere du Loup	114 "
Total	411 miles

Of this distance the New Brunswick and Canada Railway Company are bound to finish the twenty-five miles lying between Canterbury and Woodstock, and they have already made considerable progress with it. There can scarcely be a reasonable doubt that the Grand Trunk Company will undertake the construction of the upper portion on terms not unfavorable to the Province. Were they so to undertake, the portion left to New Brunswick to make would not be beyond its means.

At all events the matter is well worthy investigation. Can it not be ascertained what the Grand Trunk people will do, and upon what terms they will do it? From the tone of the Quebec papers we judge that their attention is directed towards a connection with this Province, and an Atlantic terminus within it. It is high time that the Government of New Brunswick, and the people, too,—for these things cannot be entirely trusted to Govt.—should understand clearly what are the desires and intentions of the proprietors of the Grand Trunk, and how much it is inclined to do towards securing the last link in the chain which will give every portion of Canada, from the Riviere du Loup to the shores of Lake Superior, an open Atlantic seaport for every month in the year.

When we consider the almost inestimable value of such an international communication, and consider how comparatively very little of it now remains unconstructed, we cannot but marvel at the apathy of our people and our Government. And we marvel even more at the apathy of the intelligent merchants of St. John, who sit quietly by while measures are being carried out to tap the stream of trade which has been and is their very life blood, that of the valley of the river. Whatever may be the present difficulties of the New Brunswick and Canada Railway Company there cannot be a doubt that in a comparatively brief time their line will be completed and in active operation to Woodstock, ninety miles from the sea. If the people of St. John suppose that this will not interfere materially with their up river trade they are either more sanguine or more stupid than we believed it possible for an intelligent community to be. But these ninety

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of many years standing that have refused to yield to any other treatment, have invariably succeeded upon applications of this powerful

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from a bad state of the blood, diseases are eradicated, and a clear, pure surface regained by the application. It surpasses many of the other toilet appliances in its dispelling and other disfigurements.

**Wounds and Fistula.**

form and feature of this preparation disorders is eradicated locally by the use of this emollient; warm should precede its application. Its qualities will be found to be thorough and reliable.

Ointment and Pills should be used in the following cases:

- Skin Diseases,
- Swelled Glands,
- Sore Legs,
- Sore Breasts,
- Sore Heads,
- Sore Throats,
- Sores of all kinds,
- Eruptions, Sprains,
- Stiff Joints,
- Tetter,
- Ulcers,
- General Sores,
- Wounds of all kinds.

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WILLIAM T. BAIRD,  
Agent for Woodstock.

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St. John, N.B., by Wm. Woodcock, July 29, 1858.

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nd, May 21, 1859