

Institute Box

The Woodstock Journal.

Whatsoever thy hand findeth to do, do it with thy Might.

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Miscellaneous.

THE CIVIL WAR IN AMERICA.

Mr. Russell, correspondent of the London Times, writing from Washington the 5th August, furnishes the following narrative of

THE SITUATION.

"Let us only hold on till October and we are safe." That, or something like it, was said to me over and over again in the South by men who play no inconsiderable part in the mystery drama of the Confederates. And when I asked one of the gentlemen, more than two months ago, what chance there was of the North giving the South all that time, I was answered almost in these words: "We are bound to go to the assistance of Virginia. The whole of the Northern frontier abounds in good positions, which can be fed by the rail from the South. The Abolitionists will come and give us battle. We are certain to whip them if they attack us, and the North will then learn it can't at once overrun us as they fancied. The leaders will pause. There will be a reaction up there. We will work all the harder and all the better for our victory, drilling our men and consolidating our resources. The Northern cities will become discontented. Foreign nations will ask when the cotton ports are to be opened. The North will have no reply. We shall be better able to fight in November than we shall to fight in June. Every week's delay will add to the complications and weakness of the North, and the end of the year will find them further from their aim than ever—divisions in their councils, even disturbances in their population; while we, inspired by the approach of success, will exhibit increasing energy and unanimity." A part of the programme has been already accomplished but it does not follow that the remainder of the prophecy will be fulfilled with as much nicety. So far the result of the action of the 21st has been the prolongation of the war in America. It is plain now that the Confederates were not only really unable to pursue their advantage, but that they were not at first aware of its extent. They suffer from deficient transport, and are better prepared for defence than for attack. Their army was almost as much "scared," to use an English word in an American way, as the Federalists, if the reports are to be believed of confusion, wavering, and retreat in their ranks—and of the passionate exertions of the officers, as well as of their losses. In fact, the Confederates stand before the world stripped of a good deal of the strength of which they boasted in actual numbers; and it is a poor cover to their weakness to put forward the assertion that only a small portion of their force was engaged, when it is notorious that they had sent to all quarters for reinforcements, and above all, when it is considered that, by using all the men at their disposal, they could have forced the mass of the Federalist army to surrender prisoners of war, and have occupied the capital. Their operations up to this time indicate hesitation and want of vigor; but it is just possible they may be preparing to strike some great blow.

DISCIPLINE OF THE AMERICAN ARMY.

It is hard to teach Americans discipline. Their regular army has been for the most part composed of German and Irish. The people are averse to obedience on principle; and even children, as I have observed particularly in the North, are less manageable—"biddable"—as mothers say, than in the old-fashioned country where the fifth commandment is held in respect. Master Pickle and Miss Pert are fond enough of saying "I won't" all over the world, but the breed is unusually large in America, and disobedience seems to pass current for independence. And, as the child is the father of the man, so Sovereign Smith on principle rebels against obeying the order of Sovereign Brown; kicks in his inner man, recalitrates morally and even physically, and only succeeds by the pressure of a self-applied dosage. "Serjeant, will you come and look at this man's pass," called out a sentry at the Long Bridge the other day; "do you think I'm going to shout myself hoarse for you?" And when the serjeant did arrive, the sentry, who had been sitting down when I came up, used bad language and threatened to report him. Yesterday evening, as I was riding through Georgetown, I saw an officer "fall in" his men to go on some patrol relief. They were drawn up by the side of the street. "What have you got in that bottle?" said the officer to one of his men. "Whisky," "Let's have a dram," quoth the affable subaltern. "Don't take it all, then," responded the proprietor, producing from his haversack the black bottle, which had been detected by the eagle eye of his superior. The officer held it up to the light, gauged the contents, smelt the mouth, and then

took a long pull, which was followed by a sounding smack of the lips, and a "First rate" of great intensity. The bottle was restored, and then "Shoulder arms—by the right, wheel—quick march," and away went bottle, officer, and men. It would be very unfair to assert that such officers are common, and such practices usual; but there is on question of discipline an extraordinary deviation in principle, sentiment, and practice in the American people from those of any other military people requires no proof when we see Colonel Richardson, in an official document respecting the conduct of his troops at Manassas, accusing his senior officer, Colonel Miles, who was in command of a brigade, of being drunk and incapable on the field, and Col. Miles in reply publishing a statement, which appears in all the newspapers, in which he says he was not drunk, and prays God to forgive his accuser. They will be taught by experience, and the sweet uses of adversity—bitter to them—will force them to bend to discipline in order that they may conquer; and if they desire to carry on the campaign, and escape the Caudine Forks, they must stoop, as people free, intelligent, and brave as they are, have done, to the thrall of order and obedience.

Gen. McDowell, I am glad to say, remains in command of the troops at Arlington, although serious accusations have been made against him in the papers, most, if not all, of which are quite unfounded. What could he do with the materials he had, except as the President said, "drive the locomotive as he found it?" Granted bravery, heroism, devotion, and all that kind of thing which could be expected of a regiment thus described in a New York paper?

In one of our regiments, while the colonel was on trial for drunkenness, the major lay drunk in his tent, and the lieutenant-colonel was so intoxicated at evening drill that he had to stagger up to the adjutant, and request him to give orders. The President is now vested with much extraordinary powers, such as were never heard of before, except under a virtual despotism, because by a recent bill, he is enabled to dismiss officers at pleasure, without giving a court of inquiry. But the evil was enormous.—Everywhere is the same story. At Newport the troops have been in a state of mutiny, officers have shot soldiers in self-defense. Demoralization prevailed largely in Butler's force, and the men had burned down part of the pretty village of Hampton. The day before yesterday a soldier shot a comrade in the street close to the spot where I was standing—one of many similar cases. The officers may not be responsible for all this, but they are to be blamed for a good deal of the disorder. As a treat to Prince Napoleon, who is passing his time here very quietly, the Washington papers propose that he should be invited to review the army by Gen. McClellan, but I do not think he will be asked to do anything of the kind.

LOSS OF THE PRIVATEER JEFF. DAVIS.—The Charleston Mercury of the 26th ult., gives the subjoined account of the wreck of the privateer Jeff. Davis:—

"Capt Coxetter now made sail for the Florida Coast. On Friday evening, the 16th inst., he was off St. Augustine, but the wind having increased to half a gale, he could not venture in. He remained outside the bar the whole of Saturday without observing any of Lincoln's fleet. On Sunday morning, at half past six, while trying to cross the bar, the Jeff. Davis struck, and though every possible exertion was made to relieve her by throwing the heavy guns overboard, yet the noble vessel, after her perilous voyage, and the running of innumerable blockades, became a total wreck. All the small arms and clothing of the crew, with many valuable sundries, were, however, saved.

On the arrival of the brave but unfortunate crew in St. Augustine, they were received with a kindness they can never forget. The town bells rang out joyous peal of welcome, and the people vied with each other in their courtesies to the shipwrecked ones. Thanks to the noble hospitality of the Floridians, the name soon recovered from their fatigue. They are expected to arrive at Charleston on Wednesday next. The name of the privateer Jeff. Davis had become a word of terror to the Yankees. The number of her prizes and the amount of merchandise which she captured, have no parallel since the days of the Saucy Jack."

At New Orleans the rebels are busily engaged in building vessels that are intended to attack and destroy the blockading fleet. Several vessels belonging to the navy were at Key West at the last advices.

From the windows of the Capitol Secessionists may be seen erecting fortifications on Munson's Hill.

The great rhinoceros belonging to Dan Rice's circus which was knocked overboard about two weeks since by the colliding of two steamers on the Mississippi, was not killed, as first stated, but has turned up near La Crosse, Wis., where he is now "rampaging" to the great terror of the timid people.

Correspondence.

EARLY CLOSING.

To the Editor of The Woodstock Journal.

SIR,—The subject upon which I take the liberty of addressing the public through the medium of your valuable journal, is one which, although apparently trifling, is not when considered in its physical and moral influences on a portion of the community, altogether unimportant. I allude to the pernicious practice which our traders indulge in, of keeping their places of business open at such unreasonable hours. In the summer about fifteen hours out of every twenty-four are devoted to business, which, providing a person obtains a proper amount of sleep, leaves little or no time for exercise or amusement of any kind. The advantages of a system of early closing, no sensible man will I think deny, while the disadvantages of the present system must on reflection be apparent to all. The early closing movement has been adopted in most cities and towns of any consequence in England and the Provinces, and that the public may not dismiss the subject from their minds as unworthy of consideration, I would add that it is a theme which some eminent men in England have not thought of too little importance to agitate and grow eloquent upon. To enumerate a few of the advantages of the system under discussion: Every body knows, or at least ought to know, that those whose employment is of a sedentary character require a certain amount of exercise to keep the body in proper health, and counteract the evil effects of confinement. By early closing both employer and employed obtain a little time for wholesome relaxation.—There are few that have not heard that homely proverb, "All work and no play makes Jack a dull boy." Now this is true to a much greater and more important extent than many people at a casual glance would admit; and although we may not be all cubbed Jack, yet the proverb is equally applicable to all. The employment in a store is of that monotonous and unvarying character which is so vitiating to the human mind, that a proper amount of exercise and relaxation is absolutely necessary to keep not only the body but also the mind in a healthy and vigorous condition. The store-keeper perhaps finds that his clerk does not open his store quite so early as he would like, looks sleepy and dull, and does not go about his duties with quite as much activity as he thinks is proper. Perhaps not; but I would ask him in all earnestness who is to blame for all this? After keeping him in a close store fifteen hours, depriving him of all chance of spending a pleasant hour or two in some rational amusement, or enjoying the beautiful summer evenings, he expects him to go about his duties the next day with as much energy as though he had holidays by the score. If he take active amusement on the Sabbath, the good and pious of the community pronounce him a bad youth. On the contrary, let him have a little time for himself to spend in some rational manner, and you would find a vast improvement in this respect. But the great benefit to be derived from the adoption of early closing applies not only to the employed but also to the employer. True, he has his time at his own disposal, but even with this great advantage he would find it much more pleasant to be released from business two or three hours earlier than at present.

Last, but not least, a saying may be effected in both light and fuel; and although the saving effected would not amount to a very large sum, yet in such hard times as these it is worth attention. Now the question arises, is there anything to oppose these advantages? Perhaps some will say

that they would lose an hour or two's trade. This would certainly be a nonsensical argument. If all close business at a certain hour, none can be either gainers or losers, for the obvious reason that if it is a rule to keep stores open within certain hours, they will be careful to attend to their business within those hours, be they in number ten or fifteen.

In favor of early closing you have—for both employer and employed—health, bodily and mental exercise, recreation and economy; against it absolutely nothing.

With a hope that a discriminating public will give this matter their serious consideration and hearty and cordial support, and making humble apology, Mr. Editor, for taxing your time and patience with so imperfect a review of a subject which is worthy a better pen.

I remain, respectfully yours,

September 14, 1861.

WOODSTOCK VILLAGE AND THE TERMINUS OF THE ST. ANDREWS RAILWAY.

To the Editor of The Woodstock Journal.

SIR,—That the St. Andrews Railway is to pass through Richmond, and not through Woodstock, seems to be a fixed fact. The route has not only been surveyed, but the road cut out and graded more or less almost to the proposed terminus at the Houlton road. Now, doubtless, it would have been more pleasant and convenient, and perhaps more profitable for the people of Woodstock, had the line been brought to this town. As there is no likelihood of that at present, the next best thing is to seek the most convenient road to the line. I hope you will give me some small space in your valuable paper to call attention to what would be, I believe, the shortest and best route to the railway.

The proposed terminal station at the Houlton road is about nine miles from Woodstock; and the road leading to it is one of the most hilly and difficult in the Province. It would therefore be a most serious hindrance to traffic between the Railway and Woodstock; and if we desire to derive any benefit from the Railway we must find another road, better at least, shorter if possible. We need not go far to seek it. It is proposed to have a way station at or near McKenzie's Corner, and from this point easy and good communication might be obtained with Woodstock by two roads, either of which would be very much superior to the Woodstock and Houlton road. One route would be along the river from Woodstock to the mouth of the old Hodgdon road, and thence back to McKenzie's. This road needs to be greatly repaired, but it is the best route that has yet been opened from the river back to Richmond and Houlton; the most free of hills, and to the Railway not farther than the proposed station on the Houlton road.

A much shorter route however could be obtained by opening up a direct road from McKenzie's to Woodstock. This would be a road almost free from hills, easy for traffic and travel, and what is most to the purpose the shortest route to the Railway. The distance would not exceed six miles. The saving of three miles in distance and of many heavy hills, is a matter deserving consideration. It would not cost much to open up such a road, the saving effected on traffic would pay the cost of it in a very short time, and it would besides be a great benefit to the farmers in South Richmond.

The people of Woodstock are much interested in this matter. Whatever brings the Railroad nearer to them benefits their town; and if they allow themselves to be cut off from the Railway, as they practically will be by a long and difficult road, they will find that they have done themselves a great, perhaps an irreparable, injury. Trade must have vent, and the shortest route will carry the day.

I have not entered into the subject as fully as I might. Perhaps I may again trouble you—but it humbly appears to me to deserve attention, calm and unbiassed.

Yours, &c.,