

the same point on the Restigouche. Between the Restigouche and the head of Temiscouata lake the country is impracticable, and these routes must either be abandoned or drawn into the valley of the St. John above the Grand Falls.

The next route I shall notice is to follow the S. W. Miramichi, as in that first mentioned, but instead of turning off up the North branch towards the Tobique, continue up the main stream to "Brown's Portage," leading to the St. John. This Portage is in a depression between the Miramichi and St. John, the highest part of which is 500 feet above, and 12 miles distant from the latter river. The distance of the pass from the mouth of the Tobique is about 25 miles, and although there will be difficulties to contend with, a considerable part of this distance may be occupied in the descent to the St. John. From the mouth of the Tobique there will be no difficulties of a formidable nature in following the river to the foot of Temiscouata lake—81 miles. Then follows about 25 miles of difficult country, which has never been properly examined, after which the descent to the St. Lawrence will be comparatively easy.

There is, however, another aspect in which this work may be viewed. The North American and European road is proposed to run across the southern part of New Brunswick into Maine, and another road—the St. Andrews and Quebec—is in course of construction from St. Andrews to Woodstock, on the upper St. John, and it is proposed to carry it ultimately to the St. Lawrence. Can these several projects be made to coalesce in some measure into one? I think they can.—The means by which this can be done, I will endeavour to point out.

1st.—Commencing at Shediac, a line may be carried over a very level country to the St. John at the mouth of the Oromocto, thence across the country to the Howard Settlement, and thence up the river St. John, and by Temiscouata Lake, to Quebec.

2d.—The same as before to the mouth of the Oromocto, thence up that river, and continued onwards to meet the St. Andrews and Quebec Railroad at about 28 miles from St. Andrews, and thence by the same route as before to Quebec.

3d.—From Shediac to St. John, thence to intersect the St. Andrews and Quebec line 16 miles from St. Andrews, and thence by the same line as before to Quebec.

The first and second of these routes would leave Saint John 50 miles to the left; the third will take it on the way. The distances upon these several routes will be as follows:—

No. 1.—From the Province line to the mouth of the Oromocto,	140 miles
To Howard Settlement	55
To Woodstock	20
Woodstock to Quebec	283
Province line Quebec by Bay Chaleur	498
Difference in favour of No. 1,	13
No. 2.—Province line to the mouth of the Oromocto	140 miles
To St. Andrews and Quebec Railroad	53
To Woodstock	50
Woodstock to Quebec	283
Line by Bay Chaleur	534
Difference against No. 2,	23
By St. John.	
No. 3.—Province line to St. Andrews Railroad at Digdeguash	193 miles
Thence to Woodstock	70
Woodstock to Quebec	283
Line by Bay Chaleur	546
Difference against No. 3,	35
To complete the whole system add the length of the European and North American R. road up to Baring, on the frontier of Maine. Then it will be	
No. 1.—Province Line to Quebec as above	498 miles
Mouth of Oromocto to Baring	73
St. Andrews & Quebec road	50
	621
No. 2.—Province Line to Quebec	534 miles
Additional Digdeguash river to Baring	20
St. Andrews & Quebec road	18
	572
No. 3.—Province Line to Quebec by St. John	546 miles
Digdeguash to Baring	12
St. Andrews & Quebec road	10
	568
Whole length of Northern route	511
Difference	57 miles
But No. 1 and No. 2 would require a branch of 50 miles to St. John in which case the numbers will stand for the whole system of roads.	
No. 1.—as above with 50 miles additional	671 miles
No. 2—do do	622
No. 3—do do	568
The distance from the Province boundary direct to Quebec is—	
By Bay Chaleur,	511 miles
By upper Miramichi and Grand Falls,	450
By No. 1, above	498
By No. 2,	534
By No. 3,	556
Thus we see that the route to Quebec by St. John, is	

only 35 miles longer than by the North Shore, while it includes 262 miles of roads already chartered and partly in process of construction, leaving only 233 miles to complete the line to Quebec, even if the St. Andrews and Quebec road should not be carried beyond Woodstock. Of these distances, the northern route to Quebec and that from Shediac via St. John to Woodstock, are found by the preliminary surveys, and from Woodstock to Quebec, I have taken the length of the present roads; the other distances have been measured upon an accurate Map of the Province, and ten per cent. allowed for loss of distance by bends.

The source of revenue of this line will be, 1st. The traffic that will grow up between St. John and the Gulf of St. Lawrence, and through this channel, with the upper Lakes, as shewn in a former paper.

2d The travel and traffic over the North American and European road, as shewn in the reports of that company.

3d. The travel and the carriage of light goods between 200,000 people who will at no distant day occupy the valley of the upper St. John, and the commercial capital of the province will naturally take this route. The distance from Woodstock to St. John by the river is 150 miles; cost of passage and two meals about 3 dollars, time, a day and night. The distance between these points by the road will be 130 miles, fare three dollars, time, six hours. This difference in time will give the preponderance to the road even in summer; and the further we go North from Woodstock the preponderance becomes the greater. Besides this, immense quantities of sawn lumber for the United States market, shiptimber, &c., would be carried to St. Andrews, from the country between Howard Settlement and the Restook, and possibly further North.

4th.—The travel between the frontier of Maine and Bangor will be likely to take this route—the time and expense will be less than by the roads.

5th.—The supplies of provisions from the West for the timber regions, on the upper St. John and its tributaries, will be carried in from the St. Lawrence by this road.

6th.—The travel and intercourse of 60,000 people on the St. Lawrence below Quebec, the city of Quebec, and a part of the country above that city.

Without attempting details it may be passing remarked, that the population contiguous to the road between the Nova Scotia boundary and Quebec, amounts at present to two hundred thousand; and allowing from them only three-fifths of the gross income derived from an equal population in the United States, it will amount to six hundred thousand dollars per year local business, without considering the probable increase of inhabitants, through travel, mails, &c.

This line will not open the central range of the east of New Brunswick for settlement; but it will open a track on the upper St. John of about 100 miles in length by 30 in breadth, with several lateral offshoots, containing near four thousand square miles of land generally acknowledged to rank with the best north of the Hudson. About half of this tract is ungranted, and might, if monopolies be prevented, be settled by a hundred thousand people by the time the road could be finished.

The whole distance from the Province line to Quebec is 568 miles, which, with 12 miles between Digdeguash and Baring, will, at thirty thousand dollars per mile, amount to three millions and a half sterling. The funds already provided are:—

By New Brunswick, £20,000 sterling, per year for 20 years, (present worth at 6 per cent.)	£230,000
Grant to North American & European road	250,000
Do. to St. Andrews and Quebec road	50,000
Guarantee to do. £6,000 currency, for 20 years, present worth in sterling	57,000
Provincial Guarantee of Canada, present worth	230,000
Land in New Brunswick, two millions acres	1,000,000
	1,817,000
Remains to be provided	1,683,000
	£3,500,000

This, to afford a dividend of 3 1-2 per cent., will require a gross income of 1,200,000 dollars; probably half of this would be paid by the existing population. Will the remainder be paid by the through travel to and from Europe, Mails, increase of population, &c. I think it probable that it will. The questions of ways and means, ownership, military and political bearings, &c., I do not presume to touch upon; they are questions for the existing chartered companies, for statesmen and financiers; but, so far as concerns the mere expenditure and income, and commercial convenience, there can be, I think, but one opinion as to the most proper route.

MELANCHOLY ACCIDENT.—On the 16th instant, at 8 o'clock, a m. two men in the employ of Mr. James Stickney, named Charles Perkins, and Charles Johnston, lost their lives in the river St. John, near Government House Point. The unfortunate men were conducting a raft of timber to this city, and having occasion to bring the raft to an anchor, they left in their boat for that purpose. Having thrown the anchor overboard the warp not being properly coiled did not render. The boat was of course upset, and both men perished. There was another man, Estey, who saved himself by swimming.—Charles Perkins was a native of the County of Carleton, and had his residence at Presquille, where his aged parents, his wife, and his child now reside. He had been married but a year. The body of Perkins was recovered, and an inquest held before Henry Fisher, Esq., one of the Coroners for York County. Verdict—"accidental death by drowning." Charles Johnston belonged, we are informed to the Grand Lake. His body has not yet been found.—Head Quarters, June 18.

THE CARLETON SENTINEL. WOODSTOCK, JUNE 24, 1851.

MR. HOWE AND RAILROADS.

For many years past there has existed in this Province a reasonable desire that Railroads should be made through several portions of it. Greater facility of intercourse with the neighbouring Provinces and States and with distant lands was obviously necessary for our speedy advancement as an Agricultural and Commercial people—if not also requisite to enable us to keep pace with those around us in intellectual progress. Until July, 1840, however, nothing of a definite or hopeful character had been effected towards even initiating a Railroad for New Brunswick, excepting what had been effected by the Woodstock and St. Andrews' company. Owing to the untiring zeal and patriotic exertions of J. Wilson, Esq., Capt. Robinson and one or two other gentlemen, in spite of many and great obstacles the means of completing this pioneer line had been nearly then, and we are happy to be able to state now are fully obtained.—But up to the time to which we have referred, all the schemes brought forward by Government and Legislature, for introducing railroads have proved abortive—even all the wealth and intelligence of St. John could not induce the taking of one step towards the building the much talked of Shediac line.

New Brunswick thus almost destitute of hope that her people would for years to come receive any aid towards her much wished for Railroads, except such as could be afforded by a small, though energetic company, heard with feelings of no ordinary surprise and gratitude that some of the most enterprising and philanthropic minds in the neighbouring State of Maine had entertained, and were about to stir themselves to carry out the vast project of constructing a Railroad across the State of Maine and the Provinces of New Brunswick and Nova Scotia, to the nearest available point from the latter to Ireland. Our people hailed the first announcement of such a project with pleasure, because here were men from a Railroad country, who knew what Railroads were—how they were made—and how much they cost—who came forward and said we will give New Brunswick a Railroad—or at all events show her how she can get one.

For the purpose of taking into consideration the best means of obtaining funds for this great undertaking, as also for determining the route which should be chosen for the proposed line, a circular signed by some of the leading men of Portland was sent to the chief public men in the Provinces requesting their co-operation and attendance at a convention to be held at Portland on the 31st July 1850; and a remarkable document was that circular, subscribed as we now see it by men who "regardless of artificial lines of demarcation, or of the political divisions of this continent, desired that intercourse between those who speak a common language, and are striving for the same destiny should be as free as the thoughts of the mighty race, who have become masters of the world." Sentiments these worthy of the talented, philanthropic and enterprising gentleman, (J. A. Poor, Esq.) to whose exertions indeed, Maine and New Brunswick are indebted for the Convention, and who, we believe, was the author of the Circular. Well did he deserve the tribute paid to him by the present Judge Wilnot,—the more gratifying, because he who spoke it, knew not at the time who was the author of this document, "Whoever he may be,—in the name of every Englishman—in the name of every American, sir,—in the name of Humanity, I tender him thanks."

At the great Railroad convention many of our leading men as also some of the principal public characters from Nova Scotia, were present, and all spoke most favourably of the project, and promised to do all in their power to ensure the co-operation of their respective Legislatures, and people. The then Mr. Wilnot "promised his hearty support to the measure in the Legislature—and as a member of the Government he promised its hearty co-operation in the proposed Railroad." Mr. Gray (while in reference to some rather too flattering concessions on the part of previous Provincial speakers,) he nobly told the people of Portland "he would not for their whole country admit aught in derogation of his own—expressed the ardent desire of the Province to which he belonged, to co-operate in the great work."

Mr. Johnston, the ex-Attorney General of Nova Scotia, a gentleman of eminent ability and the highest standing in that Province spoke strongly in favour of the undertaking, and said that "his constituents would extend their aid to the project," even though the line adapted should be one adverse to their local interests.

Mr. Uniacke (Mr. Howe's colleague) "pledged his aid and influence in every manner in which it could be ex-