

THE GLEANER:

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OLD SERIES.]

Nec araneorum sane textus ideo melior, quia ex se fila gignunt, nec noster vilior quia ex alienis libamus ut apes.

[COMPRISED 13 VOLUMES.]

NEW SERIES.]

MIRAMICHI, TUESDAY EVENING, FEBRUARY 13, 1849

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Colonial News.

New Brunswick.

St. John Courier, Jan. 27.

Deep interest is felt in the community, and we believe throughout the Province, on the subject of the proposed Quebec and Halifax and St. John and Shediac Railways, and a degree of anxiety evinced, to learn the precise views entertained by the Home Government on the matter, commensurate with the importance, the opening of these lines of communication will have upon the future prosperity of the Colony. Our Executive following the lead of Canada and Nova Scotia, will no doubt bring the subject of the Quebec Railway prominently before the Legislature, at the opening of the Session on Wednesday next, and submit for their consideration, and for the information of the public, the despatches of the Colonial Secretary, explanatory of the intentions of Her Majesty's Ministers.

We trust our representative body will receive the recommendations or proposals of Her Majesty's Government in a truly liberal spirit, and if need be, without hesitancy, pledge the entire resources of the Province, sooner than hazard a moment's delay in the carrying out so all-important an enterprise. We cannot, at this day, estimate the advantages political and pecuniary which the opening of those lines of employment would have upon the well being of our population, throughout all their varied ramifications, viewing them in the light, either of Agriculturists, Mechanics, Fishermen or Merchants. The binding together—emphatically with bands of iron of the North American Provinces, in their interests, institutions and social relations, is of primary importance, on the one hand—and the directing and guiding the industry and ingenuity of hundreds—we may say thousands of active, energetic, intelligent men, who are at present paralyzed in their exertions by the depressed condition of commercial affairs—into such legitimate and remunerative channels, as those great undertakings would undoubtedly develop, and which direction of labor would be permanent in its beneficial effects upon the present and future generations—is on the other hand, an object not to be lightly treated or cavilled at by those to whom *par excellence* the administration and regulation of our provincial matters are confided.

Our Lecturers and Reformers are all eloquent on the resources of New Brunswick, glowing pictures are daily portrayed, of the magnificence and value of her interminable forests—of her millions of acres of cultivatable land—of her wealth in Iron Ore, Coal, Limestone, Gypsum, and Rocksalt—not forgetting her quarries of Marble, Granite and Sandstone—and last though not least, her inexhaustible and invaluable fisheries—all lying dormant and comparatively unproductive, awaiting the Midas-touch of capital to extract their riches, and by the impulse contribute to the sustenance and advancement of an active, economical and enterprising people. We are gratified by the apparent awakening of our rural population to a sense of the prospective advantages which the leading of those iron arteries through their districts will confer upon their social condition, and we hope the patriotic movement in Westmoreland will be followed in other sections of the Province, and the Legislature, stimulated by the unanimous voice of the country, to a prompt and efficient action for the attainment of so practical an object—one with which the destinies of the Colony are so intimately interwoven.

From the St. John Morning News.
Rail Roads.—So alive are the Americans to the importance of railroads that new lines are being projected almost every month. A new line is to be laid down between Troy and Boston; and a Committee in Congress have just reported favorably in behalf of Messrs. Howland & Aspinwall to lay a railroad across the Isthmus of Panama, so as to connect the Atlantic with the Pacific oceans—the cost

is to be \$5,000,000: The projectors have sent to England for proposals for the iron for the rail-road. Surely when *two men* undertake such a scheme as this, the North American Provinces united should not hesitate about the Quebec line?

REPORT

ON THE PROPOSED
TRUNK LINE OF RAILWAY,
FROM AN EASTERN PORT IN NOVA
SCOTIA,
THROUGH
NEW-BRUNSWICK TO QUEBEC.

[Continued.]

Another great effect of the railway would be to enhance almost immediately the value of all real and personal property. The effects produced by the Erie Canal in doubling and nearly tripling that of the City of New York has been stated.

Villages and towns would, no doubt, spring up in its course the same as on the canal.—The railway would give them birth. Agriculture and external commerce would support and enrich them.

But if, by its means, the navigation of the Gulf of St. Lawrence is spared, what an amount of human suffering and loss of life will it not save.

The losses from Shipwreck have been great, but not equal to that arising from protracted voyages and crowded emigrant ships.

In 1847, 89,238 persons emigrated to the British Provinces, of whom 5,283 persons perished at sea, and 10,000 are said to have died after their arrival.

This was a most unusual year, and it is to be hoped by every friend of humanity, that any thing like it will never occur again.

No human means could have saved all this loss of life, but there is no doubt, a less protracted voyage and a more favorable time than the spring of the year in the St. Lawrence would have prevented some of the fatal results.

The railway established, the passage may be shortened, and the time of emigration may be selected at choice.

Troops are annually moved to and from Canada. About the close of the navigation in 1843, a transport, having the 1st Royal Regiment on board, was wrecked in the mouth of the St. Lawrence. The men got safely on shore, but there were no roads or means of getting away from that place. By the personal exertions of one of the officers, who made his way through the woods on snowshoes to the nearest settlements, and thence to Quebec, information was given of the wreck, and a steamer sent down to take them off.—But for this, the consequences must have been that the regiment would have to winter there in the best manner they could.

Embarking and disembarking at Halifax, all danger and inconvenience from the Gulf navigation would be avoided. Time and expense would be saved, and the season might be disregarded.

The mails to and from Canada could pass over British territory *exclusively* and they would be received at Quebec before the steamer reached Boston, and at Montreal about the same time as it arrived at that port.

In a political and military point of view, the proposed railway must be regarded as becoming a work of necessity.

The increasing population and wealth of the United States, and the diffusion of railways over their territory, especially in the direction of the Canadian frontier, rendered it absolutely necessary to counterbalance, by some corresponding means, their otherwise preponderating power.

Their railway communications will enable them to select their own time and their own points of attack, and will impose upon the British the necessity of being prepared at all points to meet them.

It is most essential, therefore, that the mother country should be able to keep up her communications with the Canadas at all times and seasons. However powerful England may be at sea, no navy can save Canada from a land force.

Its conquest and annexation are freely spoken of in the United States, even on the floors of Congress.

Weakness invites aggression, and as the railway would be a lever of power by which Great Britain could bring her strength to bear in the contest, it is not improbable that its construction would be the means of preventing a war at some no distant period.

The expenses of one year's war would pay for a railway two or three times over.

The following extract from the report of

Lord Durham, Her Majesty's High Commissioner and Governor-General of British North America in 1839, is so apposite and just, and bears so strongly upon the subject under consideration, that it is conceived no better conclusion can be made to this Report than to insert it.

“These interests are, indeed, of great magnitude; and on the course which your Majesty and your parliament may adopt with respect to the North American Colonies, will depend the future destinies, not only of the million and a half of your Majesty's subjects who at present inhabit those provinces, but of that vast population which those ample and fertile territories are fit and destined hereafter to support. No portion of the American continent possesses greater natural resources for the maintenance of large and flourishing communities. An almost boundless range of the richest soil still remains uncultivated, and may be rendered available for the purposes of agriculture. The wealth of inexhaustible forests of the best timber in America, and of extensive regions of the most valuable minerals, have as yet been scarcely touched. Along the whole line of sea coast, around each island, and in every river, are to be found the greatest and richest fisheries in the world. The best fuel and the most abundant water-power are available for the coarser manufactures, for which an easy and certain market will be found. Trade with other continents is favored by the possession of a large number of safe and spacious harbors; long, deep, and numerous rivers, and vast inland seas, supply the means of easy intercourse, and the structure of the country generally affords the utmost facility for every species of communication by land. Unbounded materials of agricultural, commercial, and manufacturing industry are there. It depends upon the present decision of the Imperial Legislature to determine for whose benefit they are to be rendered available. The country which has founded and maintained these colonies at a vast expense of blood and treasure, may justly expect its compensation in turning their unappropriated resources to the account of its own redundant population; they are the rightful patrimony of the English people,—the ample appanage which God and nature have set aside in the New World for those whose lot has assigned them but insufficient portions in the Old.”

And if for great political objects it ever become necessary or advisable to unite all the British provinces under one Legislative Government, then there will be formed on this side of the Atlantic one powerful British State, which, supported by the Imperial power of the Mother-country may bid defiance to all the United States of America.

The means to the end, the first great step to its accomplishment, is the construction of the Halifax and Quebec Railway.

(Signed) WM. ROBINSON,
Captain, Royal Engineers, Brevet-Major.
Major-General Sir John F. Burgoyne, K. C. B.,
Inspector-General of Fortifications.
&c. &c. &c.

REPORT on the description of the proposed Trunk Line of Railway from Halifax through New Brunswick to Quebec.

The exploratory surveys which have been carried on during the years 1846-7, for the purpose of ascertaining the practicability of establishing a line of railway from the Atlantic shores of Nova Scotia through the Province of New Brunswick to the city of Quebec, on the River St. Lawrence, having resulted successfully, I have the honor to furnish you with a report upon the line which has been found practicable, and which has fallen under my more immediate observation and direction.

The port of Halifax, in Nova Scotia, being selected as the Atlantic terminus of the railway, the chief difficulties to be surmounted between that port and the St. Lawrence have been ascertained to be the range of highland in Nova Scotia, known as the Cobequid Hills, averaging from 800 to 1000 feet in height; and two ranges of highlands, one of which crossing the province of New Brunswick from the River St. John below the Grand Falls in a north-easterly direction, rises to a considerable elevation at the head waters of the Rivers Tobique, Miramichi, and Nepisiguit, and thence descends gradually to the shores of the Bay Chaleurs.

The other range lying between the River Restigouche and St. Lawrence, and nearly parallel to their general course, is very broken and lofty, some of the mountain ranges attaining an elevation of 3000 feet above the sea.

Another obstacle of a general nature exists, and which increased the difficulty of ascertaining a practicable line through New Brunswick inasmuch as the course of the line of railway is a right angle to the general course of the numerous rivers which intersect that province.

The proposed line passes the first of these obstacles, the Cobequid Hills in Nova Scotia, about sixty-five miles from Halifax, by the valley of the Polly River, in the township of Londonderry, attaining its summit level 600 feet above high water at Halifax, at the lake from which that river flows, being the lowest point on the hills to which there is a favorable approach which has been ascertained.

The line avoids the broken and lofty chain of highlands in New Brunswick, by following the level shores of the Bay Chaleurs, and it ascends the range of highlands north of the Metapedia River and the lakes at its head waters by easy grades, attaining its summit level 760 feet above high water at a point about six miles north of the great Metapedia lake, from which it then descends along the valleys of different tributaries of the St. Lawrence to the Metis River, which it crosses about ten miles above its mouth and then clear of the highlands.

The distance from Halifax to Quebec by the proposed line of railway would be about 635 miles.

Of these 124 miles are in the province of Nova Scotia; 234 miles in New Brunswick, and 277 miles in Canada.

Commencing at Halifax, the comparative advantages of having the terminus in the city which is situated on the western shore of the harbor, or in the village of Dartmouth, which is on the eastern side, and immediately opposite the city, becomes a matter of detail for future consideration.

From Dartmouth the line passes through the broken chain of land which runs parallel with the south-east coasts of Nova Scotia by the valley formed by the chain of lakes which extend from Dartmouth to the Great Shubenacadie Lake, a distance of about 20 miles.

The highlands come in pretty close to the lakes on both sides, leaving here and there narrow flats along their borders. The rock is chiefly slate, and along the bottom of the valley are large quantities of loose fragments of rock from the adjacent hills, boulders, gravel, &c.

The gradients on this portion of the line which has been calculated chiefly from the sections made for the Shubenacadie Canal, which was intended to follow this chain of lakes, will be favorable, though from the rocky and broken character of the ground, it will be probably expensive.

For the first nine miles the line follows the western shores of the Lakes. The hills are a short distance back, leaving a stripe of irregular low ground indented with bays, the water in which is shallow.

The summit level is at the south end of Lake Charles, from which the water flows into the Shubenacadie. The Dartmouth lakes, the first of the chain, empty themselves into the Halifax harbor, being 65 feet above high water, the rise from them to the summit level Lake Charles is only 25 feet, the distance being one mile.

After reaching the northern extremity of Lake William, nine miles from Dartmouth, the line crosses to the eastern shores of Lake Thomas, the next in the chain, and hence by the shores of Lake Fletcher to the Grand Lake.

The western shore of these two lakes are bold and rocky, with deep water. The eastern are easy as respect curvature, and the water is shallow, should it be necessary to build into them.

The railway will however, probably interfere with the present line of road.

Should the terminus be in the city of Halifax, the line thence would join one coming from Dartmouth at the northern extremity of Fletcher's Lake, 15 miles from Dartmouth, and 19 from Halifax. The latter would be consequently the longest by 4 miles.

The summit level in the line from Halifax, between the waters flowing into Halifax Harbor and those falling into the Shubenacadie, is 232 feet above tide-water in the former.—The gradients will be consequently more severe.

For the first seven miles after leaving Halifax, the line follows the shores of the Bedford Basin, a portion of Halifax Harbor, which are broken and rocky. To obtain curves of half a mile radius, heavy embankments will be necessary across the deep bays; for the remainder the expense and difficulties will be about the same with a line following the Lakes.

After leaving Bedford Basin, the line ascends the valley of the Sackville River for about three miles. On the east side of this valley is the ridge of land separating the Halifax and Shubenacadie waters.

The most favorable point ascertained for crossing this is about $\frac{1}{4}$ miles from the head of the Basin, and is 232 feet above its waters, the heaviest grade involved to reach this will be forty-three feet per mile for three miles. It will also involve a heavy embankment, about 700 feet long, between the summit level and the shores of the Long Lake, from which it will descend to the north end of Lake Fletcher.