

one mile in these two routes through this province.

The rocks composing this chain of mountains are granite, various kinds of slates, grauwacke, limestone, sandstone, &c.

5th. The fifth and last obstacle to be overcome and which cannot be avoided by any of the routes, is the mountain range running along the whole course of the River St. Lawrence in a very irregular line, but at an average distance from it of about twenty miles. It occupies with its spurs and branches a large portion of the space between the St. Lawrence and the Restigouche River. The rocks and strata composing the range are of the same character and kind as the Tobique range. The tops of the mountains are as elevated in the one range as in the other.

The exploring parties failed in finding a line through this range, to join on to the direct line through New Brunswick, but succeeded in carrying on the eastern or Bay Chaleurs route, owing to the fortunate intervention of the valley of the Metapedia River.

The line which was tried and failed was across from the Trois Pistoles river by the heads of Green river, and down the Pseudu, or some of the streams in that part running into the Restigouche River.

A favourable line from the Trois Pistoles was ascertained along the Eagle Lake and Torcadi River, as far as the Rimouski; and it is probable that by ascending this River, and descending the Kedgwick River, this route, No. 4, could be completed.

But it is most impossible that it could, be completed in favourable grades with the Metapedia.

It will be allowing it sufficient latitude to suppose it will be equal in engineering merits, and that if accomplished, it will give the route No. 4, an apparent advantage of forty miles in distance.

A very striking characteristic in the geological formation of North America, and which has been noticed in the writings of persons who have described the country, is the tendency of the rock strata to run in parallel ridges in courses north easterly and south-westerly.

On referring to the General Map, No. 1, and confirming the attention more particularly to that portion of country east and north of the St. John river through which any line must pass—this general tendency cannot fail to be remarked.

The River St. Lawrence—the main Restigouche River and intermediate chain of mountains—the Tobique river and mountains—all the streams in New Brunswick (the main trunk of St. John and a branch of the Miramichi excepted).

The Cobequid Range, the Bay of Fundy, and the high and rocky range along the Atlantic shore have all this north-east and south-western tendency.

It will be evident, therefore, that any line from the coast of Nova Scotia to the St. Lawrence has a general direction to follow, which is the most unfavorable that could have occurred for it, having to cross all these mountain ranges, streams and valleys at right angles nearly to their courses.

The lines explored for the direct route through New Brunswick were obliged on this account to keep the elevated ground crossing the upper part of the streams.

By so doing, a line was found to the Restigouche which may be considered just within the limits of practicability; but having very unfavourable summit levels to surmount.

And the peculiar formation of the strata and general course of the valleys and streams renders it most improbable that any further explorations to improve this direct line through New Brunswick would be attended with much success.

Very fortunately for the eastern line, one of the branches of the North-western Miramichi presented itself as an exception to the general tendency, and enabled that line to reach the coast of the Bay Chaleurs.

The distance across in a direct line from the coast of Nova Scotia to the St. Lawrence has been stated at about 360 miles forming the difficult and unfavorable portion of the line. When the St. Lawrence mountains are passed, then the tendency of the strata and courses north-easterly and south-westerly becomes as favorable for the remaining two hundred miles along that river, as it was before adverse.

The general character of the ground between the St. Lawrence River and the mountains, is that of irregular terraces or broad valleys rising one above another by steep short banks, having the appearance as if the river had at some former periods higher levels for its waters.

The streams run along these valleys parallel with the course of the St. Law-

rence until meeting some obstruction they turn suddenly off and find their way over precipices and falls to the main river.

Having described such of the physical features of the country which form obstacles in the way of the lines under consideration, it is proper next to describe those features and other resources which are advantages, and should be sought for by competing lines.

The geological systems which prevail through the intermediate country to the mountain ranges are the caribociferous and new red sandstone.

They include large deposits of red marl, limestone, gypsum, free stone of excellent quality for building purposes, and extensive beds of coal. Indications of the latter are met with in abundance from the banks of Gay's River (twenty miles from Halifax), up to the Restigouche River, and along the shores of the Bay Chaleurs.

Wherever these systems and minerals are found, a strong and productive soil favorable for agricultural pursuits and settlement, is sure to accompany them.

The surface of such a country too is generally low or moderately undulating, and therefore the more of such a district that a line can be led through, the better for it.

In Nova Scotia this formation occupies its northern section, and amounts to nearly one-third of its whole area. It then extends all over the southern and eastern parts of New Brunswick.

In this respect, therefore, the Route No. 2 has a decided advantage.

The greatest and most valuable coal-field is that of Pictou.

It is situated on the south side of that harbor. The exact extent of the bed is not known, as it is broken by a great (geological) fault. It occupies however, an area of many square miles.

The coal is bituminous, of good quality, and the veins of most unusual thickness.

Mines in it are extensively worked, and large exports from them are made to the United States. Iron ore is abundant.

This is an advantage in favor of the Whitehaven and direct route.

The next coal district is the Cumberland field, and it is second only in importance to that of Pictou.

It is supposed to extend from the Macdonald river, west of Amherst, over to Tetamagouche in the Straits of Northumberland.

Some mines in it have been recently opened, and promise to be very productive. The Line No. 2 passes over this field for miles, and may be considered from that circumstance, as not being deprived altogether of an advantage possessed by the other route.

The great agricultural capabilities of the Eastern Counties of New Brunswick have been described in the report of Mr. Perley, the Government Emigrant Agent which were presented to the New Brunswick Legislature in February 1847, and ordered to be printed.

One most important object to be attained by the construction of the railroad is the settlement of the public lands, and the encouragement of emigration from the mother country.

As bearing very strongly upon this point is the choice of the best direction for the line, I subjoin the following extract taken from Bouchette's Work on Canada, vol 1, page 331. It is a quotation made by him from the Commissioner's Report of 1821.

"The Bay of Gaspé, and particularly the Bay des Chaleurs, are susceptible of the most improved agriculture. For the establishment of emigrants no part in Canada offers such immediate resources of livelihood as may be derived from the fisheries. It is a fact worthy of notice, that in the year 1816, when the lower parts of the Province were afflicted with a famine from the destruction of the harvest by frost, no such inconvenience was experienced at Paspébiac, nor at any other place within the level tract above mentioned."

The tract alluded to here is not clearly defined by the quotation, but it is supposed to mean the whole district along the south shore of the Bay Chaleurs.

This tends to show the effect produced by the vicinity of the sea, in moderating the temperature and saving the crops from natively frosts. In this respect, therefore, the Line No. 2 has an important advantage over the one through the central and more elevated land of New Brunswick.

As the interior is approached, and the distance from, as well as the elevation above, the sea increases, the danger to crops from cold nights and early frosts also increases.

In Madawaska Settlement, and on the Upper St. John River, great failures of crops have occurred from this cause, and

wheat and potatoes are very liable to be destroyed.

From the Bend of Petticodiac to the St. Lawrence, a distance of upwards of 300 miles, the direct line would pass through a perfect wilderness, with not a single settler on the whole line, except a few at or near to Boistown.

Leaving engineering difficulties for the moment out of the question, the cost of construction would be materially increased by the extra difficulties attendant on the transport of necessary materials and in supplying with food the labourers and others engaged on the line.

This disadvantage is not shared by the second route, which can be approached in numerous places along the Gulf shore by means of bays and navigable rivers.

The direct line, No. 4, will not have such advantages to present to settlers as the second. On the contrary, if adopted it might be found necessary to incur expenses for the establishment of small communities along the line, to repair and keep it open.

The facilities for external as well as internal communication, and other advantages arising from commerce and the fisheries, which will be developed by the Eastern line (and entirely wanting along the Direct route), will it is fully expected make its vicinity eagerly sought for by settlers, and that it will, in the course of no very great length of time, lead to the extension of that long continued village which now exists with but little exception from Quebec to Metis 200 miles, from the shores of the St. Lawrence to the Atlantic Ocean.

[To be Continued.]

## Colonial News.

### Novascotia

Halifax Novascotian, Dec. 27.

**The Weather**—Winter has stole upon upon us unawares. The weather, which for some time past has been mild and moist, but unhealthy and disagreeable, has all of a sudden become not only cold and bracing, but severe and pinching.—Friday morning the thermometer was four degrees below Zero at eight o'clock, and the barber was visible on the water all day. Still we like the clear cold weather. It is alike invigorating and healthy. Thick warm great coats are now desirable out of doors, and good coal fires in doors. Let those who have the means enjoy both, let them also give a little to ameliorate the condition of those who cannot possess either.

**Guyboro' Election.**—We understand that private letters were received on Friday, bringing the intelligence that J. J. Marshall, Esq. had been returned for the County of Guyboro, by a majority of 28.

The result of this election will not disturb the relative strength of parties in the House—Mr. McKeagney, a liberal, having been elected in the place of ex-Solicitor General Dodd, and Mr. Marshall in the place of the late Solicitor General Desbarres—both since the close of the last session.

**Fearful Affair**—A most fearful affair occurred not long since in the Canadian Provincial Lunatic Asylum. It seems that while Dr. Parke was absent from the institution on business, two of the patients, contrary to his previous instructions to the servants, were placed together in one cell, and the one cruelly mutilated the other by which he lost both his eyes.

From the Halifax Recorder.

The Lieut. Governor of Prince Edward Island has quarrelled with his Council. He has dismissed the Hon. George Coles, at his own request, and succeeded the Hon. Mr. Warburton. It is said, too, that the Hon. C. Hensley and the Hon. J. M. Hall have tendered their resignation, but His Excellency refused to accept it. Mr. Coles, in a letter to Sir Donald Campbell, dated the 6th inst. stated that His Excellency informed him, at one interview, if he opposed the election of the Solicitor General, Mr. Palmer, or advocated Responsible Government His Excellency would call upon Her Majesty's Minister to remove him from the Executive Council of the Island; and ten days after, in another interview, his Excellency promised to suspend him without first communicating with the Home Government, if he persisted in opposing Mr. Palmer. But having nevertheless, opposed Mr. Palmer's election, he received some days after, a notice to attend the Council instead of a notice of suspension. After mentioning these facts, Mr. Coles says to His Excellency:

"Having lost my confidence in your administration of the Government, and feeling that I could not continue to be a

member of your Council with honor to myself and usefulness to your Excellency, I therefore respectfully tender to you my resignation of my seat at that Council Board."

To this letter Sir Donald replied the same day, and though he does not in plain terms "call him a liar, he endeavors with all imaginable politeness to prove him one." His Excellency begins by saying:

"Your recollection of what passed at the two interviews mentioned in your letter, is so inaccurate, that I must be permitted to set you right in two material particulars. You say that I stated, 1st:—'That if you advocate Responsible Government, I would call upon Her Majesty's Ministers, to remove you from the Executive Council;' and 2d. 'That if you persisted in opposing Mr. Palmer, I would suspend you without first communicating with the Home Government.' My recollection of what I said to you on these points is so clear and precise, that I regret to be compelled to give to both of these statements of yours the most explicit contradiction.

His Excellency then gives his version of the affair, and concludes as follows:

"This recapitulation of what passed at the two interviews mentioned in your letter, will, I hope satisfy you that your recollection is inaccurate."

But it did not satisfy Mr. Coles, for he promptly answered, and gave the 'lie circumstantial' to His Excellency as politely as Sir Donald gave it to him. For the purpose of setting His Excellency right and showing that his "recollection is not the most accurate." Mr. Coles relates the conversation that took place on both occasions with such minuteness as cannot fail of convincing the public that he speaks the truth. The Examiner remarks:

"Three things are plainly proven by the correspondence which we have been called upon to publish:—1st, That His Excellency was extremely anxious for Mr. Palmer's re-election—2nd, that what was considered no fault in Sir Henry's time, namely, one Government officer opposing another, is a very great fault in Sir Donald's—3rd, that Responsible Government is to be put into operation to suit the convenience of one part, and to be discontinued if advocated by the other.

### New Brunswick:

From the Fredericton Head Quarters.

**FATAL ACCIDENT.**—We regret to learn that on Monday morning last, Mr. William Kitchen, a respectable farmer, residing at Crook's Point in the Parish of Douglas, fell before a loaded sled which he was conducting home, when one of the runners passed over his bowels, by which the unfortunate man was so severely injured that he expired about twelve o'clock the same night. Mr. Kitchen was about sixty five years of age, highly respected in the country, and has left a family to lament their loss.

## United States News.

Halifax Nova Scotian, Dec. 27.

**Late from the United States.**—The Royal Mail Steamer Canada, arrived on Saturday afternoon, in 72 hours from New York.

The Park Theatre at New York, was destroyed by fire, on the evening of the 16th inst. and a number of other buildings in the vicinity, seriously damaged. The Cholera is confined to the Quarantine Station, at Staten Island, and creates very little alarm.

War is said to have been declared by Nicaragua, against Costa Rica, and that the latter had invoked the assistance of England.

A fearful Railroad collision took place on the 17th inst., on the Baltimore and Ohio Railroad, between a passenger and burden train. The locomotive and trains were smashed to a considerable extent, but fortunately no lives were lost.

Flour, western, ordinary brands, is quoted at \$5.31½ to \$5.37½, pure brands \$5.62½ to \$5.75.

From the Texas Telegraph.

**A Rival Gold Region**—The public mind has been lately greatly excited with the accounts of the wonderful productions of the gold region of California; but if we may credit the traditions of the Indians and the historical records of the Spaniards, the gold region of Texas, on the Rio Puerco, is as rich in the precious metals as the now celebrated mines of Feather River, in Alta California. It is not the vague traditions of the Indians only, nor the records of the Spaniards, that attest the value of the mines of Pu-