

# THE GLEANER:

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## REPORT

ON THE PROPOSED

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

[Continued.]

An important item bearing upon the consideration of the best route is the present distribution of the population in New Brunswick and Nova Scotia.

In illustration of this part of the subject, and to afford a better idea of the nature of the country than can be given by a merely outline plan, a model map (No. 3) has been prepared, showing the whole course of the lines (Routes No. 2 and 4) from Halifax to the St. Lawrence, and by the latter over the Trois Pistoles River, beyond which the line is continued through a level, fertile and densely peopled district to Quebec.

The red line shows the proposed Route No. 2. The Halifax and Eastern or Bay Chaleurs line.

The black line shows the Direct route, No. 4, from the Bend of Pettitcodiac.

The yellow tint shows the present settlements.

The green is the wilderness of uncleared forest, unsettled and the far larger portion of it still ungranted and waiting for occupation.

It must be premised that a branch railway from the city of St. John is contemplated to pass up the valley of the Kennebecasis, and connect with the main trunk at the Bay of Shediac.

The survey of this line, ordered by the Provincial Government, is in progress; and from the latest information received, the line promises most favorably.

The total population of New Brunswick has been estimated to amount, at the beginning of 1846, to 208,012, distributed in the proportions as under:—

County of Restigouche	4,214
Gloucester	10,334
Northumberland	19,493
Kent	9,769
<b>Total</b>	<b>43,810</b>
Westmoreland and Albert	23,581
Kings	19,285
St. John	43,942
<b>Total</b>	<b>86,808</b>
Queens	10,976
Sunbury	5,680
<b>Total</b>	<b>16,656</b>
York	18,660
Carleton	17,841
<b>Total</b>	<b>36,501</b>
Charlotte	24,237
<b>Total</b>	<b>208,012</b>

Of these, the first four, amounting to 43,810, are on the line of the proposed Route No. 2, and will be entirely thrown out by the adoption of the other.

Campbellton, Dalhousie, Bathurst, Chatham on the Miramichi, and Richibucto—sea-ports and shipping places of consequence, on the Gulf shore; all of them susceptible of the greatest development, will be left isolated and cut off.

These ports are ice-bound during the winter months; and railway communication will be to them of the greatest importance.

It will affect most materially the interests of the city of St. John, and the receipts upon their branch railway.

It will affect also sensibly the receipts of the main trunk line.

Along the southbank of the St. Lawrence, from Quebec to Metis, there are settled along in what can only be compared in our continued village for 200 miles, 75,000 inhabitants.

Of these, also a large population probably 12,000 in number, residing between the Rimouski and Metis River, will be

deprived of the benefit of the Railway, if the Direct line be adopted.

To counterbalance the serious detriment which would thus be caused, this line would diminish the length of the branch line, likely to be made to connect it with Fredericton, which is the seat of Government, and contains about 6000 inhabitants.

The population of Nova Scotia may be estimated to be about, viz:

City of Halifax and County	40,000
County of Cumberland	10,600
Colchester	14,900
Pictou	30,300
Sydney and Guysborough	23,200
Remaining counties	111,260
<b>Total</b>	<b>230,200</b>

The population of Cape Breton is estimated at 49,600.

Of the above, if the Whitehaven and Direct route be adopted, the city of Halifax and county, amounting to 40,000, will be excluded from the benefit of the line.

If the Halifax and Eastern line (route No. 2) be adopted, then the population of Sydney and Pictou, amounting to 53,600, will be excluded.

To the population in the northern or remaining counties, (111,200) the Halifax route will be of essential benefit.

From the other route they would derive no advantage whatever.

It is now proposed to give an account of the explorations and their results.

The dotted lines on the General Plan, No. 1, show where these were made and the courses taken.

In the season of 1846, the Cumberland Hills were very carefully examined; sections with the theodolite were made, and barometrical observations taken, to ascertain the lowest and most favorable point for crossing them.

The line which had been cut out and explored for the military road was followed from the Bend of Pettitcodiac to Boistown.

From Boistown the general course was followed, and levelled as far as the Tobique river, but the country was so unfavorable that new courses had to be constantly sought out.

A new line altogether was from the Tobique, as far as the Wagon Portage.

The results deduced from the observations and sections proved this line to be quite impracticable for a railway.

Whilst the line was being tried, other parties explored from Newcastle on the Miramichi River, over to Crystal Brook on the Nepisiquit, the valleys of the Upsalquitch and its tributaries, and as far as the Restigouche River.

The country at the upper waters of the Nepisiquit, and the whole of the Upsalquitch valleys were found to be rough, broken and totally impracticable.

The result of this season's labor went to show, that the best if not the only route that would be likely to be practicable, would be by the North West Miramichi to Bathurst, and then along the Bay Chaleurs.

During the winter, a small reconnoitering party was sent up the Metapedia Valley, as far as Metallis Brook, and they made their way across the country from thence to the mouth of the Torcadi River on the Rimouski.

Their report on this line was rather favorable, and had there been any necessity for it, it would have been more fully explored the next season (1847).

As soon as this was sufficiently advanced to admit of the parties entering the woods, the explorations were resumed.

A grade line was carried over the Cumberland Hills. It was cut through the woods, from the foot on one side to the foot of the slope on the other, a distance of ten miles, and carefully levelled with a theodolite. This proved it to be quite practicable.

The exploration of the Eastern Line was again taken up.

It was commenced at the head of the tide on the south west Miramichi, and was carried up the valley of the north west Miramichi, over to and down the

Upsalquitch river to Bathurst, and along the shores of the Bay Chaleurs to the Restigouche, up the Metapedia to the Metis, and along the bank of the St. Lawrence to the Rimouski and Trois Pistoles River.

The result of this exploration was so satisfactory, that the party engaged upon it, returned by the same route, surveyed it, and took the levels along it back to Miramichi River.

An exploratory line was then cut thro' the greater portion of the flat and generally level country between this River and the province line at Bay Verte.

An examination of the country was made from the Trois Pistoles River along the St. Lawrence to Quebec; which, with what had been done in Nova Scotia, during this and the former season, completed the whole of one good and favorable line from Halifax to Quebec.

The details are given in the accompanying Report, Appendix No. 1, General Plan No. 1, Model Map No. 2, and Book containing exploratory sheets, No. 16, containing plans and sections of the whole route, and comprises the line recommended to be adopted.

Unwilling to abandon the direct route through the centre of New Brunswick, by which, if a line could be successfully carried out, the distance would be so materially shortened, as is apparent by the mileage given in route No. 4, it was determined to use every effort to decide either the practicability or the impracticability of such a line. To this end large parties were employed the whole season.

One party explored, cut, and levelled a line the whole way between the Napadogan Lake and the Restigouche River, a distance of 96 miles.

The line explored was a very great improvement upon the one of 1846.

It is considered to be so far satisfactory as to prove that a line for that distance can be found which would be within the limits of railway gradients.

The details are given in the Assistant Surveyor's Report, Appendix No. 2 with three exploratory sheets, Nos. 17, 18, 19, containing plans and sections of the ground passed over.

A large party was engaged in trying to find a line from Trois Pistoles River on the St. Lawrence, through the Highlands to the Restigouche River, for the purpose of connecting on to the New Brunswick party. The winter overtook them whilst still embarrassed in the Highlands at the head waters of the Green River.

The dotted lines on the General Plan, No. 1, will show their attempts.

A line was tried up the valley of the Abersquash, but ended in a cul-de-sac. There was no way out of it.

A second line was carried from Trois Pistoles over to Lac des-Isles, Eagle Lake; and by the Middle branch of the Tuladi River, the north-west branch and headwaters of the Green River were gained.

But this point was not reached except by a narrow valley or ravine of 4 miles in length.

A theodolite section was made of it, and it was found to involve a grade of at least one in forty nine, and to attain that, heavy cuttings at one part and embankments at another would be necessary.

There is no occasion at present to enter upon the discussion of whether this should condemn a whole line, for having attained the forks, at the head of the main Green river, no way was found out of it, and this explored line, like the first mentioned, must be considered to have ended in a cul-de-sac also.

Further details are given in the report of Mr. Wilkinson, the surveyor entrusted with the more immediate charge of this part of the line in appendix No. 3, with sketches attached to it.

It is just probable that a line might be found by way of the Kedgwick river and the Rimouski as far as the mouth of the Torcadi River. From which to the Trois Pistoles, there was ascertained to be no difficulty.

But as the advantages in every way except distance, are so much in favour of the Eastern line, it would only be incur-

ring delay and perhaps useless expense in further explorations of this part of the country.

In the report (Appendix No. 3) there is a third route suggested for examination and trial; viz., by one of the lower branches of the Green River and the Squattock Lakes.

Whether successful or not, it is liable to the objection of approaching the frontier of the United States.

There remains to be noticed the exploration for a line of railway from Whitehaven on the eastern coast of Nova Scotia towards Pictou and Bay Verte.

This was rendered necessary in consequence of the suggestion made by Captain Owen, R. N., to make Whitehaven the Atlantic terminus of the railway.

The details of this exploration are given in the accompanying report, Appendix No. 4, and exploratory sheets Nos. 20, 21, 22 and 24.

Engineering difficulties and expensive cuttings occur on this route.

From the commencement in the Harbor of Whitehaven the line must pass along a barren and rocky coast for upwards of 30 miles to Country Harbor, before it can turn off towards the interior. And it cannot do this and get clear of the sea-shore without the necessity of making a tunnel of about a mile in length through a ridge of whinstone.

Again, at the falls of the St. Mary River there will be required a tunnel of a quarter of a mile, and a viaduct across a valley, of about 500 feet in length.

The summit level occurs between Lake Eden and Beaver Lake, and is 400 feet above the sea.

At Grant's Bridge on the East River, for nearly three miles in length, there would necessarily be several expensive cuttings through rocks of sandstone and limestone.

The length of this line from Whitehaven to Bay Verte is estimated at 181 miles. From Halifax to the same point is 121. Leaving a difference of fifty-seven miles.

If the direct route No. 3 could be established, it would add 17 miles to the trunk line.

But as it is not to be supposed that Halifax, the capital and greater commercial city of the province, would in such a case allow itself to be excluded from the benefits of the proposed railway, then it would involve, in addition to this 17 miles of trunk railway a branch line of probably 90 miles.

Or if the Eastern Bay Chaleurs line through New Brunswick be added on to it, as in Route No. 5, then it will involve no less than fifty-seven miles extra of trunk line, and the same necessity for the branch line of ninety miles mentioned.

To compensate for such disadvantages it must be shown that Whitehaven has the most paramount claims to be selected as the Atlantic terminus in preference to Halifax.

The harbour of Whitehaven is 120 miles nearer to England by sea than Halifax. Equivalent to, in ocean navigation by the steamers, ten hours.

This, it is readily conceded, is a very great advantage, and were there no drawbacks, or other considerations in the way it would be quite sufficient to give that port the preference.

It is a well known fact however, that there is a time and season in the year when the Cunard steamers cannot keep their direct course to Halifax even, but are compelled by fields of ice, to keep to the southward, and sometimes pass to the south of Sable Island.

During this time, which occurs in the spring of the year, and may last for two or three months, there would be some risk in their making direct for the more northern port of Whitehaven. And if for these three months the steamers were obliged to make Halifax their port, then for that time the Whitehaven line would be useless.

In respect to the advantages which it is said to possess, of remaining open all the year round, it is not quite clear that it does so.

From enquiries made on the spot in the