

# RAILROADS IN THE BRITISH PROVINCES.

[From the Anglo-American.]

We are happy to perceive that those facilities for travelling, and means of opening up remote and fertile tracts of country, which otherwise must remain for a long period in an uncultivated state, are about being introduced into the Lower Provinces, where, strange to say, public railways are still unknown.

During the past summer, officers of the Royal Engineers, with detachments of that corps, have been employed by the British Government in exploring a line for rail communication between Halifax and Quebec, and also between the former port and Annapolis on the Bay of Fundy; the one embracing a distance of 650 miles, and the other only 120. The gentlemen employed on the first of these routes, have not yet completed their survey, and are at present employed in ascertaining where the boundary line between New Brunswick and Canada should be established, which has been unsettled by the Ashburton Treaty. The route to Annapolis, however, has been found favourable for the undertaking, and as it is probable that some of the minor routes will be first undertaken, we shall confine the remarks we are about making, chiefly to that which it is contemplated to open, between St. Andrews and Woodstock in New Brunswick—a distance of about 70 miles, to be extended subsequently to Quebec, a further distance of about 180 miles, or to the Grand Falls, on the River St. John; where it would intersect the main branch between Quebec and Halifax, should it go into operation.

About ten years since, it was in contemplation to open a road from St. Andrews to Quebec; and the sum of £10,000 sterling was granted by the British Government for the purpose of exploration. Surveys were sent out, and a favorable report was made, by which it appeared that "the country through which the line was intended to pass, was generally of an excellent soil, and containing a abundance of pine timber and other valuable wood; that the facilities for railway purposes were numerous, and that in no part of the route did the rise exceed 40 feet per mile." But the plan was abandoned, owing to a representation which was made by the American government, stating that the line passed through what was then termed the disputed territory; and which has since been surrendered to the United States. Hence the proposed route, if confined to the British territory, must necessarily diverge to the right, until it meets the proposed line between Halifax and that fortress.

Without discussing the ulterior object proposed by the St. Andrews Association, of transporting the Mails via Annapolis, between these places, in 48 hours in summer, and 60 in winter, provided the government will grant adequate compensation, our purpose is to bring before our readers the minor proposal, that of establishing a Railroad communication between Woodstock and St. Andrews, particularly as it is one in which we consider the citizens of the northern portion of the State of Maine to be directly and immediately interested; as at present a large proportion of the supplies for their lumbering parties, as well as their West India produce, has to be transported by a circuitous route via Bangor, or by the St. John; 70,000 barrels of pork alone, having been conveyed up that river during the last year, at a cost of upwards of four dollars per barrel which might have been sent by Railroad from St. Andrews at one-third of the expense.

The estimated cost of this Railroad, does not exceed £1000 per mile, which it is intended to construct of wood. This description of road although not much known in this country is attracting general notice and commanding much attention in England, where Acts of Parliament incorporating five Companies have been already passed; and this description of Railway may be seen every day in operation on Wimbledon Common, near London, which commands universal approval, as they enable the cars to surmount a much steeper ascent than they can do on the iron rails; and to turn a much shorter curve, owing to guide and safety wheels which are attached to these vehicles.

Upwards of £26,000, one third—or at least one fourth—of the required sum, has been already subscribed at St. Andrews; in consequence of which the subscribers have met at that place, and in conformity with the Act of the Assembly, which grants a liberal sum annually for the first ten years after the work shall have been completed, a meeting of the stockholders has been appointed, when directors will be chosen, and means adopted to obtain the sum necessary for the completion of the undertaking.

St. Andrews possesses great advantages as a shipping port; it is at the head of a fine Bay, in which all the ships of the British navy could conveniently ride; it is at the entrance of the Bay of Fundy, and can therefore be approached with greater safety, and it is quite contiguous to the American ports of Eastport and Calais, which would largely participate in the advantages which a Railroad communication would afford. Then again, the village of Houlton which is an American port, where there are extensive mill establishments, and persons reside who are deeply engaged in the lumbering trade, is only twelve miles distant from Woodstock, with which it is connected by the Meduxnekeag river, and also by an excellent road. We understand that a proposition has been made to connect this place with St. Stephens—a short distance from St. Andrews—by means of a Canal; but when it is considered that, for about six months in the year, such a channel must be locked up with ice in addition to the other disadvantages under which it labours when compared with a Railroad, it were, we presume, unnecessary to spend time in pointing out to the people of that village, in what direction their interests lie by whom we should suppose a large proportion

of the stock would be taken up. It is equally important to the inhabitants of Woodstock, and the proposed Railroad should be opened; who at present have to import their West India produce and British manufactures, and to export their lumber, by the circuitous route of the St. John to the seaboard—a distance of one hundred and fifty miles; by which the latter is much injured and deteriorated in value, whereas it might be sent by Railroad to St. Andrews at the moderate rate of dollar per ton and shipped from thence at all seasons of the year, as the navigation of that Bay has never been known to be obstructed by ice during winter.

Those gentlemen who are taking an active part in the proposed Railroad, are full of ideas of rivalry as respects the contemplated route from Halifax to Quebec; and we should hope that no jealous feeling would be manifested by the citizens of St. John, which place would also be benefited by the contemplated undertaking, as a branch could be sent off at a point not more than 60 miles distant from that city, which would render unnecessary a more expensive and extended line, while the nearest point at which the Halifax Railroad would pass St. John, would be in the vicinity of the Bend of Petescook, which is a hundred miles distant from St. John.

But a higher and nobler prospect opens that which is circumscribed by mere pecuniary advantage; a delightful and fertile country, owned jointly and severally by the people of two nations, resembling each other in language, civil and religious institutions, and an unbounded love of freedom and veneration for the laws, which is at present a remote situation, would by means of rail communication, be placed in the vicinity of the Atlantic, lands that at present are uncultivated, because of their distance from market, and are consequently comparatively worthless, would be in price to their proper value; and the wilderness itself "would blossom as the rose." And what must be still more delightful to every philanthropic and contemplative mind, to see the happy and contented population of this country, which is in this way increased, and their distinctions would be banished and more barriers broken down that only serve to estrange man from his fellow man, and to separate those who in the bonds of friendship should be united; cordiality and esteem would take the place of jealousy and suspicion, and mutual advantage would be productive of public as well as private contentment and tranquility.

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GENERAL PARADES.—The Bermudian of the 24th ult. says—

Among the passengers which visited these Islands by the Thames steamer, en route for Europe, was General Parades, late President of Mexico. He was released from confinement in the Castle of Parote, with the view to his departure from the country. The General lost no time in bidding Mexico farewell; he embarked on board the Steamer, taking with him an immense quantity of specie in dollars. Respect was shown the distinguished exile upon his visiting our shores. In addition to other appropriate civilities, the troops were turned out to do him honor. The General was deeply sensible of the courteous attention he received.

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It appears that the two females, on board, embarked at Waterford in September last on board the brig, Ratchford, bound to St. John's, Newfoundland, and that in the night of the 19th of that month, she was dismasted and thrown on her beam ends, and lost two

hundred and thirty souls. It is equally important to the inhabitants of Woodstock, and the proposed Railroad should be opened; who at present have to import their West India produce and British manufactures, and to export their lumber, by the circuitous route of the St. John to the seaboard—a distance of one hundred and fifty miles; by which the latter is much injured and deteriorated in value, whereas it might be sent by Railroad to St. Andrews at the moderate rate of dollar per ton and shipped from thence at all seasons of the year, as the navigation of that Bay has never been known to be obstructed by ice during winter.

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CHARLOTTETOWN, Nov.—Melancholy Shipwreck and Lives lost.—Brig, Neptune, Capt. Tracy, from Miramichi, bound to St. John's, N. F. with a load of lumber, left Miramichi on Tuesday last, the 27th ultimo; on Thursday, she made the East Point of this Island, which she mistook for the West Cape, having passed the latter end of the island in thick weather, the wind blowing a gale, and snowing at the time. The wind, it appears, then headed her, and not being able to work off shore, she got embayed in St. Peter's Bay, and in the night was driven on shore at Savage Harbour, near the residence of Mr. Douglas. On Friday morning, at an early hour, the vessel was observed by the inhabitants, some of whom, after much difficulty, succeeded in boarding her, when a most heart-rending spectacle presented itself to them. The captain, mate, a seaman, and a female passenger, were found clashed in the rigging, the three first mentioned quite dead, and, strange to say, the latter was alive. A seaman and a female were washed overboard in the night and drowned. One seaman was found alive. The crew consisted of captain, mate, and three seamen—the two females were passengers; thus it will appear, out of the seven who were on board, two only are left to tell the melancholy tale. The bodies of the seamen and female, washed overboard, we hear, have not yet been found. The bodies of those found clashed in the rigging, were interred on Saturday last, at the burial-ground at St. Andrews.

It appears that the two females, on board, embarked at Waterford in September last on board the brig, Ratchford, bound to St. John's, Newfoundland, and that in the night of the 19th of that month, she was dismasted and thrown on her beam ends, and lost two

hundred and thirty souls. It is equally important to the inhabitants of Woodstock, and the proposed Railroad should be opened; who at present have to import their West India produce and British manufactures, and to export their lumber, by the circuitous route of the St. John to the seaboard—a distance of one hundred and fifty miles; by which the latter is much injured and deteriorated in value, whereas it might be sent by Railroad to St. Andrews at the moderate rate of dollar per ton and shipped from thence at all seasons of the year, as the navigation of that Bay has never been known to be obstructed by ice during winter.

Those gentlemen who are taking an active part in the proposed Railroad, are full of ideas of rivalry as respects the contemplated route from Halifax to Quebec; and we should hope that no jealous feeling would be manifested by the citizens of St. John, which place would also be benefited by the contemplated undertaking, as a branch could be sent off at a point not more than 60 miles distant from that city, which would render unnecessary a more expensive and extended line, while the nearest point at which the Halifax Railroad would pass St. John, would be in the vicinity of the Bend of Petescook, which is a hundred miles distant from St. John.

But a higher and nobler prospect opens that which is circumscribed by mere pecuniary advantage; a delightful and fertile country, owned jointly and severally by the people of two nations, resembling each other in language, civil and religious institutions, and an unbounded love of freedom and veneration for the laws, which is at present a remote situation, would by means of rail communication, be placed in the vicinity of the Atlantic, lands that at present are uncultivated, because of their distance from market, and are consequently comparatively worthless, would be in price to their proper value; and the wilderness itself "would blossom as the rose." And what must be still more delightful to every philanthropic and contemplative mind, to see the happy and contented population of this country, which is in this way increased, and their distinctions would be banished and more barriers broken down that only serve to estrange man from his fellow man, and to separate those who in the bonds of friendship should be united; cordiality and esteem would take the place of jealousy and suspicion, and mutual advantage would be productive of public as well as private contentment and tranquility.

The Count de Montemolin. It is stated to us on what we believe to be unquestionable authority, that the French Government, or, in other words, his Majesty Louis Philippe, has demanded the surrender of Don Carlos Louis Comte de Montemolin by the English Cabinet.

We hear that the reply of Lord Palmerston to this monstrous requisition was the only one a British Minister ought to make—that England was a free country, and that any foreigner no matter what might be his political opinions was entitled to an asylum so long as he respected our laws. But the vindictiveness of the French Government shows itself in every form. The Journal des Debats puts forth, for the purpose of damaging the cause, a statement of certain alleged movements in London. To this statement, in all its particulars, we are enabled to give the most positive contradiction.

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# ADMINISTRATION.

ALL Persons having the Estate of Arch (date of the Parish of St. present the same duly of from this date, and all rate, are requested to

St. Stephen, 12th Nov.

# ADMINISTRATION.

ALL Persons having of Levi Wootton, an, are requested to ren er, duly attested, within hereof, and all person requested to make inn

St. Stephen, Nov. 16, 1

# CHARLOTTE GRAMMAR

THE Directors of the School inform the above Institution is rates—Classics, and Mathematics, Grammar, Geograph Reading, Writing, an Arithmetic. The Directors trust it will meet with general friendly recommendation from the State of the School; a final examination of it been enabled to introduct expense a competent might be every facility and complete system. These efforts to mer tion, it is hoped, will t gree of patronage on a

St. Andrews, Nov.

# ALEXANDER

Attorney

Office in the Building, King Street, St. Andrews, Nov.

# DAILY

DAILY

# ST. ANDREWS

The Subscriber best thinks for ti patronage he has been to inform the menced running a Saint Andrews ex and returning fr Books kept at R and at Thos Qui No exertion m passengers comfo

Nov. 11

# GOLD

The subscribers