

Rail Roads.

The subject of a steam communication to this continent, is now exciting considerable attention in England. In our latest papers, we observe different notices respecting the great Irish Rail Road, Valentia, whence it is contemplated, by the originators of the scheme, that the steam-vessels will depart for Halifax or Saint John. This plan, however, does not appear to give general satisfaction, Liverpool and Bristol being to the Railway also; they suggest that, to save transport, transshipments and consequent losses, it would be more desirable that the steam-vessels should leave either port—each of course asserting a right to the preference. Not to be outdone by its rivals Greenock has also put in its claim. A Mr. Thomas Graham, of London, has addressed a letter to the Merchants of Glasgow, directing their attention to the subject. He states many objections, and some of them cogent to either of the great English ports being the starting place. Among others there is the danger and trouble attendant upon the navigation of the Channel, and the high price of fuel used by the vessels. Whereas, the Greenock ships could, if a canal were cut across the Isthmus at Loch Tarbert (a mile in width), debouch at once, without running any risks into the Atlantic. From the large and fertile also, the neighbourhood of the port, an ample supply of fuel could be had at all times, and at moderate rates. However preferable the situation of Greenock may be, we suspect that either Liverpool or Bristol will be selected in the event of the Company abandoning the Kingsdown and Valentia Railway.

From the Montreal Gazette.

The advantages of Railways over common roads, had long been the subject of the lectures and essays of philosophers and mechanics, but their practical utility had never been very fully tested, until the signal success which attended the completion of the Liverpool and Manchester Railway, and the extraordinary facilities which it offered to commerce, established the truth of previous theory and exceeded the hopes even of the most sanguine. Since then it could seem that in those latter days, the railways have called forth the latent energies of every nation, and created throughout every part of the world, a new and more powerful spirit of enterprise than ever actuated our slow, steady-going, honest ancestors.

Among our neighbours of the United States, this fever, if it may be so termed, is now raging with unparalleled activity; railways have been constructed or are in progress throughout every portion of the Union and the day is not far distant, when from Maine to Florida there will be one continuous line of communications, drawing still closer those powerful forces which now unite that following confederacy.

In Maine, the almost anxiety has been for some time manifested to have a line opened from that State to Quebec, and scarcely have the preliminary arrangements been settled, ere we notice that another scheme, equally extensive and promising similar results, has been brought under public consideration.

A public meeting has been recently held in Vermont, at which it has been proposed to construct a Railway from Boston to Montreal, following generally the valley of the Connecticut and Passumpsic rivers. The meeting which was composed of delegates from all the towns along the latter stream, declare that from their own observation, from actual surveys which have been made with a view to a canal, and from the location of the route, they believe these not only to be feasible routes to unite Boston and Hartford with Montreal and Quebec, but to be the natural thoroughfares to those cities of the north and south.

To carry the plan fully into effect, a Committee, composed of the towns most interested, has been appointed whose duties are thus laid down in one of the resolutions: "to promote the construction of a railroad to Hartford or Boston for the purpose of the shortest and most direct communication with the cities of Montreal and Quebec, and to provide for the representation of the Passumpsic Valley in any railroad meeting that may hereafter be held in the Valley of the Connecticut or Passumpsic, north, either by personal attendance of a part or all of the towns interested, or by a committee of delegates, call future meetings, and to advise, discuss, and generally, they shall from time to time, perform such services as will in their judgment advance the object of this meeting, making report of their doings to the next and subsequent meetings of this convention." They have adjourned for the present to the 23d inst.

Extracts from Capt. Yule's Report.

The most favorable route for a Railway across the frontiers from Quebec, appears to pass near the following places—Point Levi, Saint Mary, western bank of the River du Loup to near its junction with the Portage River; then crossing to the eastern bank and ascending it to the height of land on the frontier, near the Kennebec road. Distance about ninety-three miles.

Before entering on a more detailed description of this route, it will be proper to explain a few of the terms used in the general rules by which Railways are constructed.

A single locomotive power is calculated to draw twenty times its own weight on a plane not exceeding the height of thirty feet in one mile; other inclines are in use requiring a double, or triple power. When the elevation exceeds about thirty feet in one mile, a stationary steam engine is required.

In the horizontal distances, no turning can be more sudden than that which is obtained on a radius of one thousand feet, without causing a deviation from the degree of velocity, which it is the object of the locomotive power to preserve.

It is right to be in mind that as the greatest expense of surveying such a line of country, compared with the least expense of constructing a railway, is only one to five hundred, no plan should be spared to multiply surveys and sections, so as to render the estimates as complete as possible.

It now remains to be considered whether the route proposed above is the best for Lower Canada; it certainly appears so in point of the expense of executing it, but the occasion is favorable for taking a more extensive view of the subject than merely opening a road to the frontier. There can be no doubt that whatever may be the route now adopted, there will be branches to other portions of the country, not only in the State of Maine, but in Canada, and it should not be lost sight of that a more easterly course would feed into the adjoining Province of New Brunswick and Halifax, whence, as well known, it has been projected to establish a communication by steam with Valentia in Ireland.

In examining the country between the Etchemin and the Chaudiere it was observed that several high ridges extend across, but between Etchemin Lake and the source of the Yarnie River, there is said to be no elevation.

The distance to Point Levi from the Kennebec Road, by the Etchemin Lake and the Etchemin, is nearly the same as by the forks of the Chaudiere, and below the mountain Capandriere as far as St. Henry, the Etchemin offers as few obstacles to a railway as the Chaudiere; in no respect it is preferable, not being liable to be flooded.

From the Etchemin Lake there is said to be little difficulty in reaching the source of the Saint John River.

THE MAINE AND CANADA RAIL-ROAD.

From the Belfast (Maine) Journal, of Aug. 13.

Last Monday a Civil Engineer commenced a survey of a rail-road from this town to Moosehead Lake. From information derived from those well acquainted with the ground, we are satisfied that it will prove a very level and feasible route for such an undertaking; and altogether the most practicable of any one that has been suggested. We shall be happy to compare the results of this

exploration with the one from Portland, and have no doubt that by the saving of distance, and still more of expense from the superior fitness and equality of the ground to be traversed by the road, it will present strong claims to be the one finally to be selected. If it shall not be found that a rail-road cannot be constructed from this place to Quebec, with two-thirds of the cost that one can be from Portland, we shall be much disappointed from the data already before us. It is contemplated that the route shall pass up the Western branch of the Belfast river, and through Brooks, thence to Unity, through the valleys of Marsh and Half Moon streams, thence on the celebrated Horse-Back to St. Bastien river, and thence to St. Albans. The United States Engineer from Quebec, will be invited to examine this course, and to compare it with any other presented for his examination.

Having seen the doings of a numerous meeting in Quebec and the arrival of our rail-road Commissioners, we were not a little surprised that Albert Smith, Esq. should have considered himself the representative of the Province only, and not of the whole State, by whose authority he was appointed and paid. In his speech at the Quebec meeting, he alludes to Portland, and no other point on the sea-board, of terminating the contemplated railway from Canada to Maine.

The address of the Quebec Committee to his Excellency the Governor and Commander in Chief of the Canada, and his answer, are predicated upon this error. And even the proceedings of this meeting, as contained in the Quebec Gazette, are headed "Rail-road to Portland." To undo the Governor and our friends in Canada, who have manifested so much readiness to co-operate with us in the contemplated project, we quote the Legislative Resolutions of last winter, from whence Messrs. Smith and Green derive their authority:

"Resolved, that the Governor, with advice of Council, be authorized to appoint two competent individuals, whose duty it shall be to visit the city of Quebec and such parts of the Canadian as they think necessary, in order to consult with the civil authorities and merchants of the Canada, and others, for the purpose of procuring a survey on their part, or any other and towards the beginning and completion of a Rail-Road from the city of Quebec to some point on our Atlantic sea-board."

It must appear obvious to any one who will cast his eye upon the map, that a route from Belfast to Quebec (and we have no doubt of its being the most feasible one) would be the cheapest and most beneficial, both to Maine and the Canada, of any one which could be selected. Here the Penobscot Bay makes up into the heart of a fertile country, bringing the Atlantic coast nearer the city of Quebec by nearly forty miles than any other convenient point upon our coast. Besides it would pass nearly through the centre of the State, in the direction of Moosehead Lake, enhancing the value of the route, and affording the new settlements in a tenfold degree.

And if the attention of the people of Canada were once directed to this place, they would, with ourselves, perceive the immense advantages it possesses over all others in the State for the termination of the route. It would make Maine a connecting link between the Canada and the other British Provinces, thereby opening the shortest and most direct channel of inter-communication with New Brunswick and Nova Scotia.

PANAMA.

From the New York Daily Advertiser.

The Gazette of New Grenada of 31st May, contains a decree of the Government declaring Portocelo and Panama to be free ports for the space of twenty years to commence when there shall be a free communication between the two oceans by means of a canal or railroad.

Art. 1st of the decree provides that no kind of merchandise shall be prohibited. Art. 2d provides that vessels may enter and clear without molestation from the revenue officers.

Art. 3d provides that no port or other charge or duties shall be exacted.

Art. 4th abolishes the government monopolies of tobacco and rum.

Art. 5th abolishes the custom houses at Panama, Portocelo and Chagres.

The St. Andrews Standard.

THURSDAY MORNING, OCT. 1, 1835.

LATEST DATES.

From New York, Sep. 22	From St. John, Sep. 23
From Havre, Aug. 17	From Halifax, Sep. 23
From London, Aug. 22	From London, Aug. 15
From Liverpool, Aug. 21	From Liverpool, Aug. 18
From N. Orleans, Sep. 5	From Quebec, Sep. 19

To this Port direct—London Aug. 5.

Charlotte County Bank.

HARRIS HATCH, Esq. President.

Director next week, J. Douglas Esq.

Discount Day, THURSDAY.

Hours of business, from 10 to 2.

BILLS AND NOTES for Discount must be lodged with the Cashier on or before WEDNESDAY, otherwise they must lie over until next week.

ALMS HOUSE AND WORK HOUSE.

Commissioner next week—Thomas Sims.

By the Morning Star, Capt. LOUHEAN, we have received Jamaica papers to the 25th of August. They are chiefly filled with the proceedings of the Imperial Parliament, and are barren of interesting local details. The

only important feature they present is the organization of Committees for the purpose of supporting into great and honest lines at the forthcoming election, members of the Assembly. Many of the addresses are couched in local and patriotic language, but express decided condemnation of the conduct of the late House, for its forcing the Executive to the unavoidable alternative of dissolving an Assembly which seemed to be guided solely by the prejudices of faction. The scale of compensation has given entire satisfaction in some quarters and has caused great complaints in others.

In our enumeration of the Bills read according to law before the Magistrates and Grand Jury at the late Quarter Sessions of the Peace, we omitted to mention that which was introduced by James Rait Esq. intitled "The Saint Andrews and Quebec Rail Road Bill," of which we will give an outline in a future number.

RAIL ROADS.—In a preceding column will be found some pertinent remarks by the Editor of the Montreal Gazette on the proposed Railways to Quebec from Boston, Portland, and Belfast. We have also made some extracts from an able report on the valleys of the Etchemin and Chaudiere, by Captain Yule of the Royal Engineers; who was appointed by His Excellency Lord Aylmer to make a reconnaissance in August last, in compliance with an address from a Committee of Citizens of Quebec, appointed to promote a Railway Communication between that City and the Atlantic, through the State of Maine. Col. Leog of the U. S. Service has also made a report on the Portland and Quebec Route, which we have likewise inserted.

The great object of the Canadians is to overcome the untoward circumstance of their being shut out from marine commerce for one half of the year, and a very feasible means of accomplishing this object presents itself in the construction of Rail ways from the Saint Lawrence to the Atlantic. The Americans, fully aware of the immense benefits which their country would derive by possessing the transit of British and Colonial trade have entered on the exploration of practicable routes through different parts of Massachusetts, Maine and Vermont, with a vigour and perseverance which shows the value they set on its accomplishment. They have engaged to carry the whole line as far as Quebec, if authority be given them by the Provincial Government. With these facts before our eyes, does it not become an important inquiry to us, whether an opening may not be made through our own territories, which would equally serve the commercial purposes of Canada, and diffuse the benefits which would flow from it over these Provinces?

We find a remarkable coincidence in the opinions of the Belfast people and those of Capt. Yule as to the effect the Railways through Maine would have in extending their advantages to this Province; but Capt. Yule in considering the best direction for a permanent line, throws out a hint that it is highly important to keep in view the intended Steam-boat communication from Valentia to Halifax, and that a more easterly course of the line from Quebec, would lead through New Brunswick. An attentive perusal of the copious extracts in our preceding columns, will tend to elucidate the preliminary observations we now make on a subject which is of paramount importance to British North America, and to no portion of it more than our own.

Other ages have been celebrated as the days of invention, but the present period may be called the era of execution. Splendid and extensive projects produce surprise and distrust at their first announcement, and are often the subject of ridicule, but our present experience should enable us to correct this error, which is the bane of enterprise and the direct enemy to genius. A quarter of a century ago, he would have been considered a bedlamite who should have suggested the possibility of covering the ocean with ships, divested of sails but perfectly adapted to the purposes of navigation; or of propelling vessels on land at a rate exceeding the velocity of the wind; yet we have seen these miracles performed and progressively extending their wonders. Under these views we do not entertain any serious doubt of seeing a RAILWAY extending directly from this Town to QUEBEC; and we shall conclude the present article with a quotation from a paper written by Henry Fairbairn Esq. and published upwards of three years ago in the

United Service Journal—entitled "Project for Marine Railways across the Isthmus of Panama, and in the British Possessions in North America."

The British provinces in North America may also be divided into great and immediate prosperity by a judicious formation of railways. The first of these will be through the government of Quebec to the harbour of Saint Andrews, upon the Bay of Fundy, a distance of one hundred and ninety-five miles, a work which will convey the whole trade of the St. Lawrence in a single day to the Atlantic waters, cutting off a navigation of one thousand two hundred miles down the river St. Lawrence and round the shores of Nova Scotia. This, under proper provisions, and other exports of the provinces may be brought to the Atlantic, not only with more speed, regularity, and security than by the River St. Lawrence, but with the grand additional advantage of navigation open at all seasons of the year, the harbour of Saint Andrews being spacious, deep, and never closed in the winter season, whilst the St. Lawrence is un navigable from the month of November to May. The route of the coast, will be through the government of Quebec, opening fresh fields for the timber now rapidly disappearing from the banks of the navigable rivers; and by means of this railway great bodies of land which for ages have remained unproductive, will be converted into a splendid source of revenue. The mode of construction may be copied from the railways now in progress of formation in the United States, which are laid down upon timber, and though that material will not possess the durability of stone, and when the clearing of the roads in the vicinity of these railways shall have rendered timber less accessible, the whole may be permanently reconstructed from stone, which then may be brought on the railway at a small expense. The construction of this work will afford immediate employment for a great body of emigrants, whilst being undertaken by the government, the cost for the land and the labor will be saved, and judgment from the estimates for railways in the United States, which are laid down upon timber, and though that material will not possess the durability of stone, and when the clearing of the roads in the vicinity of these railways shall have rendered timber less accessible, the whole may be permanently reconstructed from stone, which then may be brought on the railway at a small expense. 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