

REMARKS
ON THE SUBJECT OF A LINE OF RAILWAY FROM
ST. ANDREWS, to WOODSTOCK
*On the River St. John, in New Brunswick, and thence to Quebec in
Lower Canada, British North America.*

CONSIDERING it necessary to lay before the public, some account of the advantages that will probably result from opening a line of Railway from Saint Andrews to Quebec, I submit the following statement, which I believe from the information derived from numerous enquiries, to be correct.

This line has been in contemplation since 1836, and was surveyed by Major Yule, of the Royal Engineers, under appointment of the British Government. The operations of that officer commenced at Point Lavi, crossed the head waters of the Saint John, passed the Allegash, and down the Aroostook to its mouth, thence to Mar's Hill, and through the valley of the river St. John to Woodstock and Eel river, and thence to the termination at Saint Andrews; the whole distance, according to this survey, being about 260 miles.

The most part of this extensive line intersects a remarkably fine country, both in respect to the growth of timber, and soil for cultivation; and it is worthy of remark, in reference to this Railroad, that no tunnelling will be necessary, very few rivers to cross, and even those can be bridged at a comparatively trifling expense; besides, it is found that no grade will be required over 39 feet in a mile, as reported by Major Yule.

By the Ashburton treaty, all the lands from the Canada line to near the mouth of the Aroostook, over which Major Yule surveyed the line, have been ceded to the United States, and consequently a British line of direct connexion between Canada and the lower Provinces, is broken, and thus the projectors of the line in question have been forced to abandon that route, and explore a new line, which proceeds from the original line at the mouth of the Aroostook, crosses the Saint John at the Grand Falls, continues by Tamisquata to the Saint Lawrence, and following its margin reaches Point Lavi, or may terminate at the river Du Loup. (At this latter point the distance from Saint Andrews to the river St. Lawrence, would be 230 miles.)

This latter route to Quebec has been found perfectly practicable, but it increases the distance about 90 miles further than the other, and requires expensive bridges at the Grand Falls and Madawaska.

It is stated that capitalists in the United States have pledged themselves to construct the road from the mouth of the Aroostook, up the valley of the river, and across the Allegash to the Canadian Frontier, and also to procure a Railway Act of the state of Maine, and an Act of Congress, to allow British goods and mails to pass duty free, or at the same rates as through British territory, provided the like privileges were conceded to them, so that there would be a connecting Railroad between Quebec and Saint Andrews of 260 miles, as originally intended. Were either of these lines completed, the flour and goods of Canada, could be brought from Quebec to St. Andrews, for one cent. per ton, per mile, less than 1s. 31. per barrel. But suppose that charge were double, its advantages are still apparent, when we consider the great demand which exists for Canada flour for the whole Bay of Fundy, and the intermediate country from St. Andrews to Quebec; the present price of flour at St. Andrew and other sea ports in the Bay of Fundy is \$6 to \$6½ per bbl.; at Quebec it is \$4 to \$4½; at St. John and St. Andrews oats are 2s. to 2s. 6d. per bushel; in Canada in winter 9d. to 1s; and all other goods in proportion. Pearl and pot ashes that usually remain all winter at Quebec, would find immediate opportunities of shipment to England. It should also be considered what a large market would be opened to the West Indies for Canadian produce which could be shipped from the mild climate of St. Andrews at all seasons, but which cannot be done by the St. Lawrence, where the voyage is usually long and dangerous. It therefore becomes a question, which of the two is the preferable route, the shorter one through the State of Maine, or that by the Grand Falls keeping within British territory. An examination of Greenleaf's map will give the enquirer more correct information than he can obtain from any description.