

THE ST. JOHN AND SHEDIAC RAILWAY.

THE importance of a line of Railway from the City of St. John to the harbour of Shediac, either as an independent line, or as an important branch of the great Trunk Line from Halifax to Quebec, was brought under the notice of the Provincial Government, and the Legislature, early in the year 1847, by the Emigration Officer at St. John, who was appointed to make certain inquiries in connection with the Trunk Line.

In the session of 1848, the Hon. R. L. Hazen introduced a bill into the Assembly, to authorize the survey of the proposed Line by the Executive Government, and appropriating the sum of £1000 to defray the necessary expenses. This bill having passed, Mr. John Wilkinson, of the Crown Land Department, a Civil Engineer who has had great experience in conducting surveys in these Colonies, especially in connection with the Boundary, and on whose skill and judgment much reliance has been placed by H. M. Government, was appointed to conduct the survey. This duty was performed during the summer of 1848, and Mr. Wilkinson's preliminary Report was submitted to the Legislature, and ordered to be printed 13th March, 1849. The most interesting portion of this Report is now presented:

"Fredericton, 3d March, 1849.

SIR,—Since the close of the Exploration and Survey of the proposed Line of Railway between Saint John and Shediac, the construction of the plans and sections in a manner to be practically available for definitely laying out the work, has been proceeding with all diligence, with a view to complete the same during the present Session of the Legislature. But the extent of labour involved renders doubtful the possibility of accomplishing this object.

In the mean time it is less difficult to supply for the information of His Excellency the Lieutenant Governor, such general description of the character and merits of the Line as may be necessary to satisfy the immediate interest of the Legislature and the Public.

Section 1. Commencing at the head of the Mill Pond in the City of Saint John, the first portion of the Line, for a distance of upwards of 4 miles, presents no material obstacle. At Lawler's Lake, near the fifth mile, the route is crossed by a barrier of solid limestone of upwards of a mile in width. This may be surmounted by a rise eastward of 30 feet per mile for about 1½ miles, and a fall of 20 feet per mile for about 2 miles. To attain these gradients a mean depth of 12 to 15 feet of rock