

## WOODSTOCK AND RIVIERE DU LOUP RAILWAY

TO THE EDITOR OF THE CARLETON SENTINEL.

SIR,—I am glad to see that the men of New Brunswick are busy turning themselves in the matter of Railway communication along the frontier route from Woodstock to Riviere du Loup. Any one at all acquainted with the country, or the circumstances of the people of the Lower Provinces, is well aware that this most important matter deserves the anxious attention of all who wish to see the Union of the Provinces accomplished, not only by Act of Parliament, but in reality, by the development of solid and substantial Intercolonial interest.

It is an all important matter to the citizens of St. John, Fredericton and Woodstock, that this Railway should be made, and that at an early date. They may rely upon it that if ex-act ones are not made now, the time is not far distant when the Province of Quebec which already is pushing Railway communication in all quarters will project and execute Railway communications in the District of the Madawaska and Upper St. John, and the trade of these Districts will be forever lost to St. John and New Brunswick generally.

The people along the St. John Valley have a right to feel, and I have no doubt do, much dissatisfied with the route decided upon for the Intercolonial Railway. There's is the most populous district, it was the shortest route, by far the best for commercial purposes, and one likely to prove, if not the most remunerative, certainly the least expensive. People who understand the subject here, know perfectly well that it was the *deservedly* great influence of the Leader of the Lower Canadian party for whom in the scale in favour of the Northern route which caused that to be selected. He was no doubt powerfully supported by the Hon. Mr. Mitchell, but the latter's influence would have been of small account had not French interest been thrown energetically into the scheme to secure the North Shore line.

There are not a few people here, who, knowing well, that Mr. Tilley strongly opposed the Northern route, and that he was supported by at least one of his colleagues, the present Governor of the North West Territory, think that he should have taken a still more decided step, and that he and his colleagues, finding that a useless expenditure of public money was decided on to build a line which can never be remunerative, and which can do little in promoting the settlement and cultivation of the waste land of New Brunswick,—should have resigned. We who know the Hon. gentleman and here believe that whatever he did was done from conscientious convictions, and perhaps the course he took may in the end prove the best. It is certain however that from that gentleman and the members from New Brunswick generally, the scheme of building a Railway by the Valley of the St. John to Riviere du Loup should receive earnest support.

In Ontario Railways are being projected in all quarters, and the Government of Quebec, as you are probably aware, agreed last session to aid several cheap lines, and I have no doubt are quite ready and willing to go still further. And certainly if the Province of New Brunswick does not wish to be left behind in the march of improvement its public men should bestir themselves and make an effort to keep pace with the times.

Most of your readers have doubtless seen a pamphlet which was published by Mr. Walter Buck some time ago, on the routes for the Intercolonial Railway. Any one turning to that pamphlet will find evidence conclusive to an unprejudiced mind of the advantages which a Frontier line possesses over any other in point of public convenience, distance, and cheapness of construction. It ought certainly to be the object of the Counties through which the Railway would pass to give it all the aid in their power. In Upper Canada the Municipalities have voted large sums of money towards the construction of Railways. Why should not New Brunswick follow their example? and by grants of land or in any other way which would be effective aid in the great work. The Local Government would certainly be justified before the people in aiding the construction of a line by the St. John Valley. If the proper steps were taken and the necessary pressure brought to bear upon the Dominion Government, they would not refuse to aid the construction of the line in any manner which may be within their

power, unless they are anxious to have the larger part of the population of New Brunswick as dissatisfied as the citizens of Halifax.

The distance to be constructed is 180 miles. A very good railway could doubtless be built and equipped for \$10,000 per mile. I think it would not be difficult to find Contractors to undertake to build a first class line for \$1,000,000.

It would be worth while if the parties interested in this scheme cannot see their way to building a really first-class Railway, to consider whether or not it would be advantageous to build a Railway on the less costly plan now being adopted in Ontario. If the trade of the Madawaska and Upper St. John, and the district in and around Tenimicoma, is to be secured for New Brunswick, this Railway will undoubtedly have to be built.

I believe that the project would meet with favor in this centre of commerce, and doubtless aid would be got from Quebec in the construction of that portion of the Railway from the New Brunswick frontier to Riviere du Loup, were the public men of the Province convinced that the promoters in New Brunswick were thoroughly in earnest and determined to have the Railway built.

I am glad to see that one of our papers here in Montreal has given prominence on one or two occasions to what has been said and done in New Brunswick in reference to this project, and the other one, which has been also discussed at some length, of improving the navigation of the St. John and Madawaska River, so as to reach Temiscouata.

The advocates of the North Shore Line were frequently told during the time that the merits of the various routes were being discussed, that long before they could construct that line, the Western Extension Railway would be pushed on to the borders of Maine, and there connected, by the energy and perseverance of the Americans, with the great Railway system of that State, by which an Intercolonial communication much superior to that along the North Shore would be established. They affected not to believe this, but there is no one but must now be convinced that that prediction was correct, and so long as friendly relations are maintained with the United States the North Shore Line is never likely to carry one pound of traffic from Montreal, or west of Montreal, to St. John or Fredericton. That traffic will undoubtedly find its way by the Grand Trunk and Maine Central to the Western Extension Line. It is certainly not unsafe to predict that there would be a very fair traffic on the line up the St. John Valley. The territory on the east side of the River is largely settled by Americans—the soil is cleared, and the population generally in a very thriving condition. Their traffic would undoubtedly find its way across the River and be transported by this Woodstock and Riviere du Loup Railway.

I am an entire stranger to the great bulk of your readers, but I am a much interested spectator of what is taken place, and I say to you and them, by all means push forward this Riviere du Loup scheme, and give no peace either to the Federal or Local Governments until they consent to assist you in its construction.

I am, Sir,

Your very obedient servant,

One who has had some

RAILWAY EXPERIENCE

Montreal December 16th 1863.

## THE UNITED STATES NAVY.

(From the N. Y. Times.)

The brief anticipatory notice our Washington Correspondent has given of the Navy Department report, shows that this will be an important document. For example, we are told that it will recommend the total reorganization of the navy, with the "sales of all the old and worthless vessels of the Isherwood class" and the construction of new and serviceable ships to supply their places. Now, the so-called Isherwood vessels not only from a great part of our navy, but some of its most recent and most costly additions. They represent millions upon millions of dollars, and they constitute, among other things, nearly the whole of our new screw fleet. It was a shame, with the tremendous expenses of the war upon us, to allow a man like the late chief of the steam bureau to go on building ships to be pronounced "worthless" on investigation. The twenty "line

draughts" were so many monuments of engineering blundering, since they are apparently good for nothing. Their plans were wretched, and the faults in this respect were repeatedly pointed out to the Department by well-known practical ship-builders and professional engineers during their construction. The contract price of each was \$395,000; the sum already expended on each to improve it, has made the cost \$533,000, and the contractors have declared that, to save them from loss, their vessels ought to be paid for at the rate of \$100,000 apiece. And now we are told that they are "worthless," or, in other words, that, multiplying these last figures by twenty, between \$11,000,000 and \$14,000,000 have been flung into the sea. Again, there have been stored at the various navy yards no less than fourteen sets of engines that have no ships to go in. These shipless engines cost \$400,000 apiece, making a total of \$5,600,000 stored away.

But this is not the worst of the story. All these engines have been constructed on the chimerical Isherwood theory, which the Department is about to officially pronounce worthless. Here is another enormous debt saddled on the country by the late Navy Department. Then, again, we have our screw vessels of the *Wampanoag* class, those of the *Piscataqua* class, and so on. The *Wampanoag* as a war ship has proved a utter failure. Everything was sacrificed to speed, in order to redeem her constructor's reputation in that particular. The consequence is that she carries a battery much too light for a war ship, while she can carry only about six day's supply of coal, and almost totally lacks sailing power. Hence she can only cruise to advantage under steam, and becomes so enormously expensive that she cannot be used even in time of peace, while she is utterly unfit for a war ship that she could not be relied upon in time of war. No wonder that one of the leading scientific journals in England satirically said, "Our engineers, while reading the awful doings to be performed by it is great destroyer, (the *Wampanoag*) which could be sunk by a single gun from any fighting ship in our navy, will wonder how it happened that Mr. Isherwood was ever intrusted with the design of her machinery. Long may he remain the Chief of the American Bureau of Steam Engineering! He is evidently 'the right man in the right place'—not for his own country, but for her possible future enemies." This severe satire our Navy Department is now forced to pronounce well deserved. A Committee of experts has lately been investigating some of the Isherwood machinery, and the result has been what we have already spoken of. Tens of millions of dollars were virtually thrown away by the late Administration in this single direction; for although we must deduct any money that may be received from the sale of these engineering failures, a good portion of the machinery will probably go to the scrap heap, and the rest will yield but little by way of offset to these tremendous outlays.

RECEIPTS OF HOOS IN CINCINNATI.—The Price Current gives the receipts of hoos this season, with comparative statistics, as follows:—

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|-----------------------|---------|
| Total for the week    | 13 479  |
| Previously reported   | 236,181 |
| Total for the season  | 250,610 |
| Same time last season | 322,022 |
| Same time 1861-3      | 327,715 |
| " 1860-1              | 240,821 |
| " 1859-60             | 221,682 |
| " 1858-59             | 250,699 |
| " 1857-58             | 270,623 |
| " 1856-57             | 699,457 |
| " 1855-56             | 474,437 |
| " 1854-55             | 433,199 |
| " 1853-54             | 494,489 |
| " 1852-53             | 552,826 |
| " 1851-52             | 448,677 |
| " 1850-51             | 544,512 |
| " 1849-50             | 405,236 |
| " 1848-49             | 313,702 |

Advices from Shanghai state that the exports of tea from Shanghai and Japan during the period which elapsed between June 1st and October 11th, 1863, amounted to 3,899,031 chests to the Atlantic ports of the United States, and 4,222,553 chests to Great Britain. During the same period in 1863 the exports to the United States were 5,835,441 chests, and to Great Britain 6,228,233 chests. Of the exports of tea from June 1st, 1863, to the United States, 123,209 chests were of black tea, 3,213,612 green, and 633,419 Japanese. It is also announced that 12 bales of raw silk had been shipped from Yokohama to New York by way of San Francisco and the Pacific Railroad.—*American Paper*.