

**REPORTS RELATING TO THE PROJECT OF  
CONSTRUCTING A RAILWAY AND A  
LINE OF ELECTRO-MAGNETIC  
TELEGRAPH, THROUGH THE PROVINCE  
OF NEW BRUNSWICK, FROM HALIFAX  
TO QUEBEC**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649475841

Reports Relating to the Project of Constructing a Railway and a Line of Electro-Magnetic Telegraph, Through the Province of New Brunswick, from Halifax to Quebec by Various

Except for use in any review, the reproduction or utilisation of this work in whole or in part in any form by any electronic, mechanical or other means, now known or hereafter invented, including xerography, photocopying and recording, or in any information storage or retrieval system, is forbidden without the permission of the publisher, Trieste Publishing Pty Ltd, PO Box 1576 Collingwood, Victoria 3066 Australia.

All rights reserved.

Edited by Trieste Publishing Pty Ltd.  
Cover @ 2017

This book is sold subject to the condition that it shall not, by way of trade or otherwise, be lent, re-sold, hired out, or otherwise circulated without the publisher's prior consent in any form or binding or cover other than that in which it is published and without a similar condition including this condition being imposed on the subsequent purchaser.

[www.triestepublishing.com](http://www.triestepublishing.com)

**VARIOUS**

**REPORTS RELATING TO THE PROJECT OF  
CONSTRUCTING A RAILWAY AND A  
LINE OF ELECTRO-MAGNETIC  
TELEGRAPH, THROUGH THE PROVINCE  
OF NEW BRUNSWICK, FROM HALIFAX  
TO QUEBEC**



*M. H. M.*

**REPORTS**  
RELATING TO THE PROJECT OF CONSTRUCTING A  
**RAILWAY,**  
AND A LINE OF  
**ELECTRO-MAGNETIC TELEGRAPH,**  
THROUGH THE  
(**PROVINCE OF**) **NEW BRUNSWICK,**  
FROM  
**HALIFAX TO QUEBEC.**

PRESENTED TO THE LEGISLATIVE COUNCIL AND ASSEMBLY  
ON THE THIRD DAY OF FEBRUARY, 1847.



SEV 173  
PUBLIC  
LIBRARY

PRINTED BY ORDER OF THE HOUSE OF ASSEMBLY.

FREDERICTON:

J. SIMPSON, PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY.

1847.

## INDEX.

Copy of Instructions from the Provincial Secretary to the Government Emigration Agent,

Letter from the Government Emigration Agent to the Provincial Secretary,

Report on the several Counties of New Brunswick, with reference to their Trade, Agriculture, Fisheries, &c., including Statistics of Prince Edward Island,

Viz:	PAGE.
County of Restigouche,	6
Gloucester,	7
Northumberland,	9
Kent,	12
Westmorland,	15.
Albert,	18
Saint John,	20
Charlotte,	23
King's,	28
Queen's,	29
Sunbury,	30
York,	31
Carleton,	33

Tables of Imports and Exports, and Number and Tonnage of Vessels built in the Province, from 1825 to 1845, inclusive,

Report and Estimate concerning an Electro-Magnetic Telegraph between Fredericton and Saint John, &c.

Reports on Electro-Magnetic Telegraphs and Railways in the United States,

Report on the results of experience in the United States with regard to Wooden Railways,

Reports of the Hon. Captain Owen, R. N., on the Port of Whitehaven, &c., in Nova Scotia,

Report on the Forest Trees of New Brunswick,

**COPY OF INSTRUCTIONS**  
**FROM THE PROVINCIAL SECRETARY**  
**TO THE GOVERNMENT EMIGRATION AGENT.**

SECRETARY'S OFFICE,

*Fredericton, 26th October, 1846.*

SIR,—I am directed by His Excellency the Lieutenant Governor to inform you of your appointment to the undermentioned service, and to communicate to you the following Heads of Instructions for your guidance in the execution of the duty intrusted to you :—

Her Majesty's Government having undertaken to ascertain by Exploration and Survey, the practicability of constructing a Trunk Railway from the Eastern Coast of Nova Scotia to Quebec, which will necessarily traverse this Province, and some intelligent Officers of the Royal Engineers being at present engaged in this exploration, it has become necessary, in order to enable the Provincial Government to co-operate effectually in this important undertaking, to prosecute certain inquiries in regard to the resources of the Country which may be traversed by the Railway, and the means it would be likely to afford of rendering them more extensively available, not only to the people of the Province, but to those of the United Kingdom.

The prosecution of these inquiries is intrusted to you, with a view to which you are instructed to put yourself into communication with the Officers who are employed ; and having ascertained from them the direction of the lines explored by them, to examine the nature of the country, fertility of the soil, the indications of Mineral resources on or adjacent to such lines, and the local advantages for settlement at particular sites where Stations are likely to be fixed.

Your attention should also be particularly given to the measure of establishing Branch Railways to connect the Trunk Line with Fredericton, Saint John, Saint Andrews, Woodstock, Miramichi, Richibucto, Dalhousie, and other parts and places in the Province, to which they might be profitably carried. And as the project is likely to be revived of connecting the Bay of Fundy with the Gulf of Saint Lawrence, by short Railways, across the Isthmus at the Head of the Bay, which would necessarily constitute Branches of the Trunk Railway, it would be desirable to ascertain in particular the nature and amount of the traffic to which the establishment of such lines would give rise, especially the encouragement they would give to the Fisheries, and the facilities they would afford of prosecuting them in the Gulf of Saint Lawrence, and on the Coast of Labrador. The positions along the Trunk Line from whence these and other branches should be carried, ought to be indicated with reference to the nature of the country to be traversed, and the greatest facilities of access to other places with which a beneficial intercourse might be established.

As it is understood that Coal and Timber may be conveyed by Railway with facility, as well as lighter goods, the practicability of obtaining at all seasons supplies of these commodities at Fredericton and Saint John, more cheaply and expeditiously than can now be accomplished by sea and river navigation, should be ascertained, and the facilities that would also be afforded for the transport, at moderate rates, of the productions of Agriculture and the Fisheries.

Although the exploration now in progress will hereafter be followed by precise Surveys, from which the distances will be correctly ascertained, it may be practicable to estimate in a general way, the length of the projected Railways between the principal ports and places, and the time that would be employed in the transit of passengers and goods; also the cost per mile for their construction.

Any information as to the practicability of keeping the Trunk Railway and its Branches open in the Winter, and thus securing the communication throughout the year, would be of great value, not only to those places where the navigation is closed in Winter, but where it is open, as in the Bay of Fundy; thereby affording at all times an uninterrupted outlet for the commerce of this and the neighbouring Provinces. The branches of Trade that might be opened or facilitated should be subject to your investigation, and the probable influence of such Trade, not only on the principal places to which it may be carried, but on the Counties that would be immediately traversed by the Trunk Railway, and its several Branches; and with this view, some account should be given of the description, quality and value of the Timber Trees, and of the Agricultural and Mineral productions of the several Counties, and of the Sea and River Fisheries.

The prospect of opening extensive and valuable tracts of wilderness land to Settlers, and of forming prosperous Settlements at the Railway Stations, should lead to such inquiries as will enable you to determine the most effective means of providing for the success of such Settlements, and the welfare of those who might embark in them; also the probability of a profitable passenger traffic arising from these undertakings, as well during the progress of the work as after the Railway may be finally opened between the Atlantic and Quebec.

Any other information connected with this important project which you may acquire, and which may assist in forming a judgment of the practicability and probable advantages of the undertaking, locally and generally, you are requested to include in your Report; and in particular the prospect of being able to establish a direct intercourse by Steam Navigation with the United Kingdom for the conveyance of Emigrants to the Province, and the export of certain articles of produce to and from Europe.

I have the honor to be, &c.

(Signed)

JOHN S. SAUNDERS.

To M. H. Perley, Esquire, &c. &c. &c.

#### GOVERNMENT EMIGRATION OFFICE,

*Saint John, N. B., 25th January, 1847.*

SIR,—I have the honor to state, that in obedience to the Instructions furnished by you under date 26th October last, with reference to the prosecution of certain inquiries in connection with the exploration and survey, by H. M. Government, of the line for a Railway from the Atlantic to Quebec, I have attended diligently to the duties therein assigned me, and now respectfully submit the following statement, with the several documents which accompany this communication.

It has already been officially announced, that Capt. Pipon, R. E., the Officer in charge of the Railway exploration and survey, was accidentally drowned in the River Restigouche, on the 28th October last, while endeavouring to save the life of a fellow creature. Owing to this melancholy and most unfortunate event, some delay occurred in placing myself in communication with Lieutenant Henderson, R. E., upon whom the whole charge of the survey most suddenly and unexpectedly devolved. That Officer has kindly communicated all the



information he is enabled to give at present ; and I am thus enabled to describe the several routes explored the past season by the surveying parties engaged in that service.

One party of Sappers and Miners, under Lieut. Henderson, and accompanied by Mr. Wightman, a Surveyor from Nova Scotia, commenced their labours at the Boundary between this Province and Nova Scotia, near the head of Bay Verte. This party explored the country, on a line nearly parallel with the Gulf Shore of this Province, to the head of the Tide on the South West Miramichi, crossing the Shediac, Cocagne, Buctouche, Richibucto, and other Rivers on the route, above the tide-way on each. After crossing the South West Miramichi, this party proceeded up the valley of the North West Miramichi, to the Northern boundary line of the County of Northumberland, and there separated into two divisions, one of which descended the valley of the Nepisiquit for some distance, and then followed a Northwesterly course, nearly parallel with the Southern coast of the Bay of Chaleur, terminating their exploration above the head of the Tide on the Restigouche River, nearly opposite the mouth of the Matapedia River. The other division crossed the upper waters of the Nepisiquit River, and followed up the valley of Middle River, thence through and across the valleys of the Upsalquitch and its Tributaries, to the Restigouche, at the mouth of the Quotawam-Kedgewick, or Northwest branch of that River, which, however, is now believed to be the main Restigouche, and not a tributary of what has heretofore been supposed the principal stream.

A second party of Sappers and Miners commenced their duties at high water mark on the wharf at the Bend of Petitcodiac, and thence followed the route formerly surveyed for a portion of the line of a Military Road, under the direction of Colonel Holloway, R. E., to Boiestown ; thence up the valley of the North West Miramichi, to the River Tobique, above the Red Rapids, and thence a course nearly Northwest, to the Waagan Portage, between Grand River, a tributary of the Saint John, and a small tributary of the Restigouche.

A third surveying party, under Mr. John Grant, of the Crown Land Department, was employed in exploring the valley of the Tobique, and the neighbouring hills.

The sudden death of Capt. Pilon, and the early setting in of Winter at the North, brought the labours of the season to a close without any exploration being made North of the Restigouche. That service Lieut. Henderson proposes commencing as early as possible the coming season.

On the several lines explored, much broken and hilly country has been found Northward of the South West Miramichi, especially in the vicinities of the Nepisiquit and Tobique Rivers. A further examination of the lines already explored, and of other lines of country, will be requisite next season, in order to ascertain the best and most practicable route for the line of the proposed Trunk Railway ; until that is ascertained, and the country North of the Restigouche is thoroughly explored, the general direction of the line from the Atlantic to Quebec, through New Brunswick, cannot be determined. So soon, however, as that important decision takes place, the precise Survey will be commenced with strong parties fully qualified for that service.

The line of the proposed Trunk Railway not being yet ascertained, I cannot, of course, report upon the various matters referred to me with regard to the line of country to be traversed ; but that duty will be attended to hereafter, when the precise Survey commences.

I have now, however, the honor to submit herewith, a Report upon the several Counties of New Brunswick, with reference to their Trade, Agriculture, Fisheries, Resources, and Capabilities ; as also, Tables compiled by myself, shewing the principal articles exported from the Port of Saint John and its Out-Bays, from

1819 to 1845, both years inclusive ; the estimated value in Pounds Sterling of the Imports and Exports of New Brunswick, from 1828 to 1845, both years inclusive ; and the numbers and tonnage of the Ships built in this Province, from 1825 to 1845, both years inclusive.

I have the honor also to append a Report on the Forest Trees of New Brunswick, describing the most valuable Timber Trees, and their uses and properties, which is submitted with great deference, and for which every indulgence is claimed as the work of one who is not a professed naturalist.

The revived project of connecting the Bay of Fundy with the Gulf of Saint Lawrence, adverted to in my instructions, being a subject of great importance, I visited the County of Westmorland, for the purpose of collecting information with respect to it. The information obtained is embodied in the Report on Counties, under the head of Westmorland, where also will be found some valuable Statistics of the Population, Trade, Agriculture and Fisheries of Prince Edward Island, compiled from returns furnished by the Honorable T. H. Haviland, Secretary of that Colony, to whom I am under much obligation.

With reference to that portion of my instructions requiring information as to the practicability of keeping the Trunk Railway and its Branches open in winter, and thus securing the communication throughout the year, I am enabled to state, on the authority of E. H. Derby, Esquire, of Boston, a well known legal Gentleman, of high standing, extensively connected with Railways in Massachusetts, that the Railway Lines in New England have not sustained any very serious inconvenience of a permanent character from snow. Every Railway is provided with Mammoth Snow Ploughs, of sufficient height and width to clear a passage for the Trains, each plough having two mould boards. These ploughs are impelled forward by two or three Engines placed behind, and thus the track is cleared of snow after a storm. When the snow is light, a single Engine performs the duty ; but when the snow is long continued, and has accumulated to the depth of four or five feet, which sometimes happens in Berkshire County, Massachusetts, where the Western Railroad surmounts an elevation 1,440 feet above the sea, more serious difficulties are encountered than in ordinary cases. The snow, after being repeatedly pressed out by the plough, occasionally becomes solid on each side of the road ; the subsequent falls of snow, and the drifting snow which lodges in the track, at such times require a strong force with shovels to clear the way.

Drifts, however, are prevented in some places on the New England Lines, by board fences eight feet high, parallel to the tracks, at a few rods distance, against which the snow drives up and lodges in large masses ; these fences have been christened " Snow-traps." From the best information, it is stated, that the expense of removing snow from the Railroads of New England, falls much short of one hundred dollars, (equal to £21 sterling,) per mile, per annum.

The Snow Plough is used on the Great North of England Railway, and other Railways in that part of England, which are sometimes impeded with snow. It is stated by a Gentleman who has been connected with the working of these Railways, that they suffer but trifling impediment from snow, although it falls frequently to some depth ; but that sleet in the winter season, by rendering the Rails icy and slippery, at times delays the Trains. The remedy for this is strewing the Rails either with sand or ashes.

As an almost indispensable adjunct to Railways, the Electric Telegraph is becoming universally applied. It is now proposed, that without waiting for the establishment of the Trunk Railway through these Provinces, a Telegraphic communication shall immediately be established from Halifax to Quebec, by the ordinary Post Routes now in use. With this view, a Company has been formed in Quebec during the present month, with a capital of £6,500, in shares of £10

each; which amount, it is presumed, will be sufficient to establish the Line from Quebec to the Boundary of this Province. It is proposed that the Provinces of New Brunswick and Nova Scotia shall form separate Companies to establish and manage the Line, each within its own Colony. With the present extremely high rates of Postage in these Colonies, and the dilatory mode of Post communication, apart from all other considerations, there can be very little doubt that Telegraphic Lines between the different Towns on the route, (as for instance between Saint John and Fredericton,) would pay from the very outset. The question therefore arises, whether the Telegraph would not be better managed from Halifax to Quebec, and thence to the extreme Western part of Canada, by one Company, acting on a uniform system, or whether it would not even be more desirable that the whole Line should be established throughout, by the Imperial Government, which would secure proper arrangements for the transmission of important intelligence, and prevent those frauds and abuses which have occurred where Lines are under the control of Companies or individuals.

If established by the Government, the Board of Ordnance would be able to appoint intelligent men from that branch of the service, who would perform the duties at the various Stations in a most satisfactory manner, at moderate rates of pay.

The value and importance of the Sea and River Fisheries of New Brunswick, the extent to which they might be profitably carried, and the impetus which would be given them by increased facilities of internal communication, are subjects which demand special attention, and the most careful and patient investigation. At present, no sufficient data, or precise information exists, from which correct or positive statements can be made with reference to these Fisheries; and I am therefore precluded from noticing them, except incidentally, in the Reports now submitted. This deficiency I hope to be able to supply to some extent in another season, after careful inquiry and research.

I have the honor to be, Sir,

Your very obedient servant,

M. H. PERLEY,

*Government Emigration Agent.*

The Hon. John S. Saunders, Provincial Secretary.