CHAPTER THREE:

The New Brunswick Railway

So long as a locomotive traverses the New Brunswick Railway, so long will the name of Alexander Gibson be honored throughout the length and breadth of the land, and any attempt on the part of a factious Press to write him down on account of his present procedure in connection with the timber lands of the country, will only serve to elevate him more highly in the estimation of every fair and reasonable man in the community.
- Fredericton Reporter, September 16, 1864.

FROM THE BEGINNING of his tenure at Marysville, Gibson took an active interest in railroad building, as all lumbermen dependent on river transportation, and thereby frozen out of business for a good part of the year, naturally did. When he purchased the Rankin properties there were only a few railroads in the province. The first, the so-called "European and North American," connecting Saint John with Moncton and Shediac, was begun in 1853 and opened in 1860 to great acclaim. In its original conception, it was planned to be part of an international high-speed railway linking New York, Boston and Portland with Halifax and thereby shortening a lengthy sea voyage to London. The province's second railway, begun in 1846, was the St. Andrews and Quebec Railroad. Its projectors hoped a rail link would make St. Andrews Quebec City's winter port on the Atlantic, as the St. Lawrence was frozen solid for most of the winter months. This project, after many stops and starts, had halted just short of Woodstock in 1862.

As a businessman needing rail access to Saint John and the United States, Gibson and fellow businessmen in Fredericton saw immediate potential in the further development of the old European and North American. In 1864 the Facility Act had offered a subsidy of $10,000 per mile for railroads that would help complete it, with special emphasis laid on a line from the Maine border to Saint John through the Douglas Valley as opposed to a shore route. A line from Saint John to City Camp (present-day McAdam) nicknamed the Western Extension was begun in 1865 by Saint John businessman William Parks, and while it was under construction Fredericton businessmen, seeing that linking with this railroad would open up trade for the city, formed the Fredericton Railroad Company in 1866.

Eventually it was decided that Hartt's Mills (Fredericton Junction) would be the best location for a junction point.

The *Fredericton Reporter* described the new Company's first meeting as "the first murmurings of an agitation which is destined to ring throughout the length and breadth of the land." That pronouncement did not sound grandiose at the time, for Fredericton was effectively landlocked for five months of the winter when the river was frozen and all traffic to Saint John had to be conducted by either ice-road on the Saint John River or the ancient Nerepis stage route. One alderman pointed out the unfortunate necessity of Fredericton businessmen having to bid before the river congealed at prices which might be lower later on, as for example, in the case of a gentleman who purchased 1,500 barrels of pork, but shortly after the river froze saw prices drop by one dollar per barrel leaving him with a straight loss of $1,500. Another complained that he personally had experienced the effects of winter isolation, having had to import a wife from the United States, and little doubted that if all the other councillors had to import their wives from the United States, there would soon be a locomotive running to Hartt's Mills.

In March 1866 Gibson put down a $40,000 bond to the Commercial Bank of New Brunswick to secure a mortgage on four properties just to the south of Fredericton along the Saint John River, the route the newly proposed Fredericton Branch Railway was to take. These comprised about 13 acres and contained mills and mill buildings conveyed to Charles McPherson, George Morrissey, and Alexander Shives in 1852. He also took over the lease of a contiguous lot from millman John Morrison. (Later, at the termination of the lease in 1871, Morrison would secure full possession of these properties from Gibson and re-open them as the Phoenix Mill, one of the larger sawmills in the area.) Just below this mill site was another mill known later as the Victoria Mill, alongside which the railway was also to pass. Gibson became a director with the Fredericton Railroad Company in 1867, with Fredericton High Sheriff Thomas Temple as President and A. F. Randolph Treasurer, both of whom, like Gibson, were lumbermen and businessmen of considerable means. Contracted to build the line were lumberman John Pickard, Liberal member for York, and Egerton Burpee of Saint John, chief engineer also on the Western Extension. Mr. Burpee was the brother of noted businessman and politician Isaac Burpee of Saint John, a close personal friend of Gibson's.

Gibson was not reported as being at the official sod turning which took place in November, 1868, at Salamanca Lodge Gate near the city limits, where, in a ring roped off for the purpose, Mrs. William Needham, wife of the newly elected member for York, himself a stockholder in the railroad

Company, wielding a tiny spade, deposited the turf in an ornate mahogany wheelbarrow built specially for the event. Nor it seems was he at the following luncheon, where needless apologies were offered for the absence of wines, as just about all the members of the company were members of the Temperance Society. He no doubt read the "Song of the Fredericton Locomotive," which appeared in *Head Quarters* for November 4, 1868, and included the heartening promise that it would soon "bring you lumber from the woods, no matter how heavy or large / In quarter the time the tugs could do, and just at quarter the charge." He was definitely there for the grand opening of both railroads, the Fredericton Branch and Western Extension at City Camp in the fall of 1869, along with a bevy of shareholders, politicians and press from Fredericton, Saint John, St. Andrews, St. Stephen, Woodstock, Calais, Bangor and Portland, Maine. And he may well have been in Saint John for the grand celebratory banquet, featuring a trudge from the train station to the banquet hall through ankle-deep mud, French service and 50 waiters imported from Boston. If so, he would have been glad to return finally to Fredericton, two days later, after a near-death experience on the next morning's train home, when crossing a cutting partially washed out by rains the wheels of the baggage car came partly off the rails, requiring the car to be backed off the line, an alarm fire kindled, and the passengers returned to Saint John for an overnight.

The Fredericton Branch Railway and Western Extension were a great advance for businessmen and lumberman alike. Track conditions permitting, and the slight delay occasioned by a stage trip between the border and Mattawamkeag in Maine, to which the Americans had laid tracks earlier in the year, Frederictonians now had connection at all seasons of the year with "the outer world," as it was sometimes called, being able to leave Fredericton by the 9 am train, reach Bangor by 6 pm and Boston the next morning at 5:30 am; transact business and leave Boston at 8 in the evening, reaching Fredericton again at 4:30 the next day. Or within the country, to leave Fredericton at 8:30 in the morning, arrive in St. John by 3:45 in the afternoon, and be home that night. "What would our grandmothers have thought," declared the *Reporter*, "who used to spend a week or ten days on the 'voyage' between Fredericton and St. John?"

WELL BEFORE THE completion of these two railways, Gibson and his friends were looking north to the New Brunswick - Quebec border. At Rivière-du-Loup the Grand Trunk Railroad had its eastern-most terminus on the St. Lawrence River and was the closest point at which a New Brunswick railroad could connect with Quebec City or Montreal on an all-Canadian route. It was to Rivière-du-Loup that the St. Andrews and Quebec Rail-

Song of the Fredericton Locomotive

Puff, puff, puff, through sleet and snow and rain,
I whirl along my iron track, dragging a clattering train.
I'll beat by many a measured mile, the fastest going steed,
And yet so mild my mighty power, a child may check my speed.
I want no fodder, no rest, no sleep, to aid me in my toil,
But a drink of water, a log of wood, and a little drop of oil.

I'll bring you lumber from the woods, no matter how heavy or large,
In quarter the time the tugs could do, and just at quarter the charge.
I'll bring you poultry, cattle and fruit, from all the country round,
And I'll lower the price of molasses and tea ever so much the pound.
And a boon I'll be to the Dry Goods men - none of them now need fail,
For I'll bring a crowd of country folks to every "Clearance Sale."

I'll bring each member of the House, from his homestead, right away
To spend his time in lively debates, and his four dollars a day.
I'll bring the lumbermen to town, to swarm each street and lane,
And when they've squandered all - but the fare - I'll carry them back again.
I'll bring the Halifax boys if you like, nor charge for a single ticket,
To be challenged, and licked, "as they were before," at a friendly game of cricket.

I'll bring you news almost as fast as the telegraph can send,
And the sweetest thing, in bonnets and skirts, including the Grecian Bend.
I'll do no harm to man or beast, so Teamsters don't look blue,
For I'll share your toil, like a brick as I am, and double your wages too.
And Stage-coach Drivers, never say die, you'll meet with ample rewards,
For every mother's son of you I'll choose for my special Guards.

And my whistle long, and loud, and shrill, shall wake this slumb'ring town,
And rouse her sons from inert case, to strive for renown.
And Trade will flourish, and extend, and wealth and fame pursue
Your labours, if with manly zeal you emulate the few
Whose enterprising spirit sought my aid, and my opinion,
And I foretold your town would be the first in the Dominion.
- Oromocto

Head Quarters
Nov 4, 1868

road, having been shut out of a shorter line across Maine, had finally settled on, though it had stopped well short of its destination. Where St. Andrews speculators had hoped to secure Quebec's rail traffic to the Atlantic, Fredericton businessmen had similar aims. Confederation had guaranteed an Intercolonial railway to connect the Canadas with a winter port at Halifax, and just as Halifax was universally agreed upon as the best Canadian seaport on the Atlantic, so Rivière-du-Loup was chosen as the best place for a New Brunswick railway to link with it.

The insoluble question was by which route. Sandford Fleming had conducted numerous surveys beginning in 1863, and in 1868 published his findings in his *Report on the Intercolonial Railway Exploratory Survey*. He mapped out seventeen possible routes, divided into three categories. 1) The Frontier Routes, which ran down the Saint John River close to the Maine border, crossing to the west side of the Saint John River, touching the end point of the New Brunswick and Canada Railway (the former St. Andrews and Quebec Railway) at Richmond Station near Woodstock, and heading east via Saint John to Halifax. 2) The Central Routes, which kept to the east bank of the Saint John River, touching around the head of Grand Lake on the way more or less directly to Saint John. 3) And the Bay de Chaleur routes, which passed down the Gulf of St. Lawrence on the east coast of New Brunswick, touching at Moncton on the way to Halifax.

Fleming diplomatically noted advantages and disadvantages to each line, the Frontier routes being best for local traffic and in the winter heavy freight; the Bay de Chaleur routes for European passenger traffic, mail and express freight; and the Central routes for through freight. As far as developing the lumbering business in New Brunswick, Fleming gave preference to the Frontier and Central routes. As most of the timber trade was being carried on in the upper regions of the Saint John River, supplies had to be brought to Saint John from the United States and then boated upriver before the ice set in. This trade would be materially changed by an Intercolonial Railway on a Frontier route, wrote Fleming, "and the resulting traffic therefrom would form an item in the revenue of the contemplated work," as 80,000 barrels of flour, pork and other goods were imported annually to the lumber camps north of Woodstock, and the population of the area, including the lumber districts of nearby Aroostook, Maine, was estimated at 40,000. The Central routes, too, would serve the same interests, though the population was fairly sparse, there being few settlements between Miramichi and the St. Lawrence. And of course, either route would be an invaluable means of getting out lumber at all times of the year, especially after the river froze.

The potential for such a railway to develop the timber interests was illustrated by Woodstock's *Carleton Sentinel* in 1870. Northward from McAdam Junction to Woodstock, observed the editor, "the traffic in lumber is really enormous. This is in fact the great business of the road and is furnished by the sawmills which are springing up all along the line, the principal of which are McAdam's and Murchie's. The greater part of the lumber is brought to these mills in the log, so that water communication is not so great an object; in fact one party is now building a steam sawmill along the line in a spot where not a drop of water is visible, a phenomenon which a few years ago would have been ridiculed as madness." As a result of all this industry, wrote the correspondent, the Woodstock of today was not at all the Woodstock of yesteryear, with signs of thrift and prosperity evident to the most casual observer, "and the secret of this prosperity is, in one word, 'manufactories,' and in the history of Woodstock past and present, Fredericton is taught a lesson which is criminal to neglect."

The projectors of the Fredericton Branch Railway hoped that a link between Fredericton and the Western Extension would encourage government to bring the Intercolonial Railway down by a Central route, but by August 1868 the line, more for political than economic reasons, was assigned to the route surveyed by Major Robinson through the North Shore to Moncton, effectively leaving the central part of the province and Saint John out of the equation. Determined, however, that they would have access to the timberlands of the upper Saint John, perhaps even set up a competing line with the Intercolonial Railway, Gibson and his friends framed a plan to supply the missing link to Rivière-du-Loup by their own means.

The first whiff that such was in the offing appeared in the *Carleton Sentinel* in November 13, 1869, which noted that "An agitation having in view the building of a railroad to fill the gap between Woodstock and Rivière-du-Loup has been commenced in a quarter from which the hope is induced that the construction of such road will before very long be undertaken." The next week the *Fredericton Reporter* confirmed this rumor under the headline "The Great Provincial Undertaking," and published the prospectus of the proposed railway, originally intended only for private circulation, on the assumption that a matter of such importance deserved to be aired as soon as possible. The Prospectus, under the pen of H. G. C. Ketchum, Acting Engineer, made it clear that the proposed railway would extend existing lines and develop trade and settlement generally in the northern part of the province. "With the impetus to be given to Trade by means of this railway," wrote Ketchum, "the development of this magnificent country - the extra production of lumber and grain - the extension of the mines already discovered, as well as the opening up of those resources hitherto lying dormant

- the enlargement and increase of manufactories - and the immigration of Settlers consequent upon the extra demand for labour, and reduced cost of provisions - this Railway promises advantages especially recommending it to the consideration of all who value the future prosperity of the country."

The Prospectus excited a flurry of comment around the province and in Quebec, but especially in Woodstock, St. Andrews and St. Stephen. Connected by a railway which stopped part way up the province, they hailed the completion of the "missing link" between their towns and Rivière-du-Loup with great enthusiasm, the *St. Andrews Standard* going to so far as to describe the proposed railway as merely a continuation of the old St. Andrews and Quebec Railway on a line which had been surveyed in 1860.

The New Brunswick Railway was incorporated on April 7, 1870. The name, it was later reported in the *Herald*, was Gibson's own idea, "and it was a happy thought in the first place to attach it to an enterprise that was Newbrunswickan from its inception to its completion, a work to which New Brunswickers will for years to come be proud to point as showing what the energy and courage of her sons can accomplish." The new company had at its helm a commanding proportion of Fredericton and York County lumbermen, with Alexander Gibson as President, and John Pickard, A. F. Randolph, Isaac and Egerton Burpee as shareholders and directors. Also included in the mix were M.P.P.s for Carleton and Sunbury, and a few of Gibson's old friends from his days on the St. Croix - F. A. Pike of Calais and Freeman Todd of St. Stephen. The Act to aid the construction of the railway, passed under Premier Andrew Wetmore, granted 10,000 acres of land per mile of railway built, and specified that it would be a narrow-gauge railway - three feet six inches - well suited to hilly and undulating landscapes, though more suited, some objected, to branch lines rather than the heavy traffic of a major railway. The line would consist of two parts: one reaching from Woodstock to Edmundston or Little Falls, "running as near as may be by the Valley of the River St. John," and "a line forming a continuation or extension of the before mentioned Line from Woodstock to the Parish of Saint Mary's . . . on the eastern side of the River St. John."

It made sense to locate the line to the east of the Saint John River, as it was the shorter course and on other side would intersect with the New Brunswick and Canada Railway well south of Woodstock, where there was already a terminus and railway station. Gibson's influence in the matter was also self-evident, as the Woodstock - Fredericton branch would terminate near his own sawmills at Marysville, an advantage he had not been able to enjoy with the Fredericton Branch Railway. The Woodstock - Edmundston branch on the other hand was most useful to Carleton and Charlotte County, as the station at Woodstock linked with the New Brunswick and Can-

ada railway, with branches at Watt Junction, St. Andrews and St. Stephen, and at McAdam to both the Maine railway system and along the Western Extension to Saint John and Moncton.

The interests of the lumbermen and the Province did not coincide exactly. While both agreed that a railway running along the Saint John River from St. Mary's to Edmundston would traverse a continuous line of developed farms and settlements which would use the railway, both summer and winter in the transportation of goods to market, the lumbermen looked with particular avidity at the rich tracts of timberland which would pass into their possession.

The line would first cross the watershed of the South-West Miramichi, inferior farmland but the bread and butter of the lumber mills at Chatham and Newcastle whose lumber output (60,000 St. Petersburg standards per year in 1880) was second in the province only to Saint John. The area around Woodstock was highly prized for its hemlock. On the line above Woodstock was perhaps the grand prize for the railway company, the Tobique watershed, tens of thousands of acres of what Deputy Surveyor Edward Jack described as "the most fertile land in New Brunswick, long swelling ridges covered by a growth of rock maple, birch and beech, and occasionally elm, and a good deal of black ash, which borders many of the streams." No part of the New Brunswick and Nova Scotia Land Company holdings, wrote Jack, could compare with it, but without railway connection it was too remote to be valuable.

There were additional considerations. At that time the three million acres of fertile watershed drained by the Aroostook River in northern Maine bid fair in the hopes of many to become the granary of New England, but had no railway connection to the rest of Maine and, Gibson and his colleagues understood, would depend exclusively on the New Brunswick Railway for its shortest outlet. A branch line at Perth-Andover to Caribou and Fort Fairfield would remedy this deficiency.

To supply the final connection with Quebec at Rivière-du-Loup, on May 12, 1870, the Quebec and New Brunswick Railway Company was formed, consisting of Gibson, Pickard and many of the incorporators of the New Brunswick Railway Company, to build from a point between Kamouraska and Rivière-du-Loup to Edmundston or Little Falls, "so as to form a continuous railway from the river St. Lawrence to the city of St. John in New Brunswick." In the fall Ketchum was sent to England to secure approval for a survey, and a delegation of stockholders, including Gibson, departed for Quebec along the line of the proposed railway to negotiate for the Quebec section of the route. Fredericton photographer George Taylor was hired to photograph the route along its entire length.

As the railway would terminate on the eastern side of the Saint John River, the necessity of a railway bridge to connect it with Fredericton was an immediate necessity. Late in 1869, even, overtures had been made to various bridge contractors, and in April 1871 the Fredericton Railway Bridge Company was incorporated.

Efforts to secure local funding seemed to be moving along smoothly with three Acts to authorize aid to the railway company: one from the city of Fredericton for a maximum of $25,000; one from Victoria County for a sum of at least $100,000; and one from the Municipality of York for $100,000 as well. This last was contingent upon a change in the wording of the original act of incorporation, as the Company was now required to build from the railway terminus in St. Mary's "to Fredericton by a bridge across the River St. John at Fredericton, and not lower down than the mouth of the Nashwaak River." It was also a compromise between the railway company and the city, as in April York County Council had voted down a petition to grant aid to the railway, prompting Gibson to telegraph Ketchum in England that, York having declined to support the project, he was to make the best possible terms with Charlotte and Carleton. Their hand forced, the city passed the act empowering it at least to take stock in the project.

Though no money seemed to be forthcoming from any other quarters, in spite of enthusiastic pronouncements from various Chambers of Commerce, Gibson and his friends pushed ahead regardless and by November, 1871 the "Rivière-du-Loup Railway," as it was popularly known, was declared to be a fixed fact. In May of 1872 Alexander Gibson was chosen President, and the Directors were Thomas Temple, A. F. Randolph, and Robert Robinson of York; along with Alexander Jardine, Stephen Hall, and Jeremiah Smith Boies de Veber of Saint John. All took stock in the company for $10,000. Egerton Burpee, of Western Extension and Fredericton Branch Railway fame, was chosen Chief Engineer. By that time seventeen miles had been located north from St. Mary's, Carleton surrendered its rights to build a railway north through the county, and in exchange the New Brunswick Railway contracted to build a bridge across the Saint John River at Woodstock and a branch line to connect the town with its own road at Woodstock Junction.

The first sod was turned in May, 1872, in an open field near St. Mary's. The morning clouds rolled away in a very timely manner, and the Lieutenant Governor, wielding the same spade used to turn the first sod on the European and North American in 1853, and the Fredericton Branch Railway in 1867, deposited the chosen turf in the tiny wheelbarrow and dumped it over the embankment, the *Reporter* noted, "in the most approved style of our modern navvy, while the exploit was heralded far and

near by the ringing cheers of the assembled multitude." The President of the Executive Council then declared that the opening of this road was to become the great highway between New Brunswick and Quebec, perhaps to be completed even before the Intercolonial Railway, and at the very least to be the "true Intercolonial." Hon. James Boyd of Charlotte waxed most eloquent on the occasion, praising the Lieutenant Governor, Mr. Burpee, and most of all Alexander Gibson, who he said, spending his thousands yearly on the building of churches, schoolhouses and the general advancement of the county, was proof that this railway was no humbug, in spite of malicious stories to the contrary, stories which had almost caused Mister Gibson to throw up his hands in disgust and to have done with the whole affair. No, he said, this road would do more than make money for its projectors; it would induce settlers to come to our shores, and keep our young men at home, "who if they would but work as patiently here as they are compelled to work in some of the fever-smitten western States would find New Brunswick one of the finest countries in all the world."

MR. BOYD'S REFERENCE to Gibson's building churches deserves some elaboration at this point, for Gibson had two expensive projects on the go at that time - one the New Brunswick Railway and the other a Methodist church for Marysville. There have been various theories as to why Gibson would build a church of his own. At the most practical level, the town had a Methodist congregation but no church in which to worship. The nearest church was the Fredericton Methodist Church on King Street, present-day Wilmot United. Not having to cross the river every Sunday would certainly be convenient for both the Gibsons and the town.

There may have been more personal motives. According to a story published some decades later in an American journal, Gibson had some sort of dispute with the management of the Fredericton Church. "Very well," Gibson said, "you run your church to suit you, and I will have one and run it to suit myself." This, to illustrate the great force and character of a man who, ran the article, meant always to be right, and having decided upon a course of action, would stop at nothing in carrying it out.

It was certainly true that this would be Gibson's own church. The entire sum, later estimated at over $65,000, would come out of his own pocket. And this would be no ordinary church, no simple country chapel; but rather, as it turned out, a miniature Gothic cathedral, a building more elaborate even than his own mansion, the very best he could manage with the already considerable resources at his disposal. Standing at the top of Nob Hill, it and the little school house beside it would stand as symbols of two values - education and religion - that the Gibsons held dear. They would

also serve as reminders of how completely this benevolent dictator ruled the economic and spiritual life of Marysville.

Work was begun in 1872 and the building was dedicated and opened on Sunday, January 5, 1873, at 11 o'clock. The style was ornate Gothic. Like Gibson's house, it was designed by Matthew Stead of Saint John, with French and Italian artisans brought in from New York on high salaries to do the interior finish work. The building was octagonal in shape, about sixty feet in diameter, painted pure white on the outside, with the vestibule, which formed one of its sides, surmounted by a delicate spire 156 feet in height, flanked by octagonal pinnacles, elaborate arches and miniature Gothic windows. The vestibule was opened into by folding doors of black ash and walnut, a design choice approved by the congregation, and was lit by double Gothic windows of stained glass, like the rest of the church's windows, imported from England and decorated around their perimeter with fleurs-de-lis. Entering the building proper on dedication day, the *Reporter* correspondent turned his gaze upward at the frescoed dome, lit by a lantern of amber glass beneath which hung an elaborate chandelier in blue and gold with twenty-four lights arranged in two tiers. The dome, he wrote, was supported by sixteen pillars, eight built into the walls and eight standing just inside, each pair joined by a key arch. "In the angles of the outer wall are ribbed columns, partially showing in the interior crowned with ornate capitols, and from these to the columns supporting the same spring pointed arches, richly stenciled and painted. On these latter columns the caps are elegantly carved, the shadows touched with gold. From these spring, as we have already said, the vaulted dome, with grained arches, frescoed in most elaborate style. The interior of the same displays scrolls or medallions, gold stars on an azure ground, with smaller scrolls in garnet surmounting the larger in intermediate spaces." The room was lit by six double windows, each bearing a motto drawn from Scripture.

The interior aisles were finished in Brussels carpet and covered in hemp matting. The pews, built of ash and walnut and richly upholstered, contained leather bound Bibles and hymn books. They converged towards the pulpit or tabernacle at the opposite end of the edifice, enclosed in a semi-circular alcove, above which the central of three arches contained the inscription: "Lead me to the rock which is higher than I," the inscription which was later carved on Gibson's own gravestone. A door led from the pulpit platform to the vestry, which was filled with reversible seats capable of seating about one hundred persons. The church as a whole was designed to sit four hundred, but provision was made in the design of the pews to allow for an extra two hundred to be accommodated.

The Gibson Methodist Church with Schoolhouse to the right and Nob Hill Clapboard to the left. Opened January 5, 1873, burned January 29, 1911. **PANB George Taylor Fonds: P5-164.**

Gibson's love of music was well represented in the new edifice. On the top floor of the vestibule was the organ loft, capable of holding thirty singers, with a huge pipe organ, installed by Hook and Hastings of New York, thought to cost about $4,000. Its proportions were such that some thought it obscured the view of the magnificent east window.

The total cost of the church was put down at $65,000 to $68,000. Gibson put up the entire sum himself, including the salaries of the preacher, organist and choristers, for the entire life of the institution. The pews were free. The pulpit Bible, leather bound, was presented to the church by Gibson's good friend Mr. Isaac Burpee of Saint John. The church's first organist was Professor Max Sterne, whose salary was said to be $1,500, double that of his Saint John position.

On opening day, the church was full though not to capacity. At an appropriate time Gibson stood up in his pew and declared, as was his manner, in words few but to the point: "This church is dedicated to the worship of God for the people of Marysville calling themselves

Methodist Church interior. **PANB Doug Pond Marysville Collection: P70-43.**

Methodists." Three services followed by popular local preachers, that of Rev. D. D. Currie in the forenoon, Rev. H. McKeown in the afternoon, and the Rev. Leonard Gaetz in the evening. At the last stroke of the tower bell, Mr. Currie stood up to deliver the church's first sermon.

MEANWHILE, WORK ON the New Brunswick Railway pushed ahead. There being a scarcity of local labor, as intimated by Mr. Boyd at the sod turning, the New Brunswick Railway contracted to bring in a boatload of workers from the Shetland Islands, consisting of 138 in all, in 17 families, including blacksmiths, stone masons, carpenters, and the rest with no particular skill for building railways outside their traditional occupations as fishermen, farmers and farm labourers. They came to Saint John via Glasgow, Scotland, on the "Olympia," had what was reportedly a delightful run up the Saint John River to Fredericton, where they were received by the President of the Council, Provincial Secretary, and Board of Works, along with A. F. Randolph and J. L. Inches of the Railway Company, and by evening were

located at their future work stations along the line of the railway, chiefly near Muniac. Each family was contracted to work for three years in exchange for 100 acres of excellent farming land either along the route of the railway or in such settlement blocks as they might choose. A few days later the *Reporter* described them as "all busily at work, on their part expressing themselves delighted with their location and the manner in which they have been treated, the contractors on the other hand speaking of the immigrants as an intelligent, industrious and hard-working people."

Behind the scenes, the railway faced uncertain financing. A deputation to England by Gibson and Burpee in 1872 to raise funding had ended in failure, and the various counties, in spite of fine words, had contributed nothing to the coffers. In 1873, taking the bit into their own mouths, Gibson, Isaac Burpee and John C. Allen of Saint John each took stock in the railway for a total of 1 million dollars, and increased their capitalization the next year to a total of 2.5 million. The debenture issue made it lawful for the railway company to cut timber, receive stumpages, grant leases, and make sale of the whole or part on land issued by the Crown, "as if they were the absolute owners thereof." Anxious to get the revenues flowing as soon as possible, an Act was passed in 1873 delaying final completion of the railway bridge at Woodstock until 1877 while the company completed the sections on the upper end of the river.

Meanwhile, an impromptu trial run was made over twenty miles north from St. Mary's to the Keswick River in June of that year for a few special invitees seated on an open platform with seats and an improvised awning. A more formal outing was arranged in August on the occasion of the visit to Fredericton by Governor General Dufferin and his wife. The event was recorded in Lady Dufferin's diary, with special praise for Alexander Gibson and the remarkable community he had created around himself at Marysville. According to Lady Dufferin, with only a touch of exaggeration, "Eight years ago there was not a house in the place; now there are good cottages for the labourers, fine houses for Mister Gibson and his sons, a very ornamental church, and a school. He has done everything for himself, and the place is quite a Happy Valley. His business is lumber. His old mother, who left our neighbourhood in Ireland fifty-four years ago, was so delighted to see someone from home. Her parents, having objected to her marriage, never wrote to her, and I wished they could see her now, in her son's fine house, surrounded by every comfort that money could buy her, her grand-daughter playing the organ, and her son so much respected and honored!"

From Fredericton, the Vice-Regal party headed to Ottawa by carriage up the line of the New Brunswick Railroad, stopping at Woodstock, Grand Falls and finally Rivière-du-Loup where they caught a steamer for

Tadoussac. Reading Lady Dufferin's diary as a whole, it was evident that the Marysville and Fredericton visit was one of the more enjoyable stops on the New Brunswick leg of her journey.

By September of 1873, the St. Mary's section of the railway was opened for business over a distance of 28 miles. The stations along the line were Nashwaak, St. Mary's, Douglas, Springhill, Rockland, Keswick, Cardigan, Lawrence, Zealand, Stone Ridge, and Upper Keswick. In March, 1874 Alexander Gibson was formally honored for his contribution to the railway by having the little community huddled around the railway terminus and machine shops named after him. It was called Gibson, and the railway as a whole was known colloquially thereafter as the Gibson Line.

The New Brunswick Railway received its first land grant in 1873 under Premier George E. King. It consisted of 351,000 acres, most of it in the Tobique River area, with 95,900 on the South-West Miramichi. This alone was enough to set alarm bells ringing. It was calculated that by the time the railway reached Edmundston over a million and a half acres of forest land would be in Company hands, a timber monopoly in the province without compare. The North Shore lumbermen were particularly incensed. Not having huge tracts of their own, like Gibson, but forced to rent by the square mile from the Province (albeit at very low rates), these men saw in the New Brunswick Railway grants a real threat to their livelihoods. In 1872, Peter Mitchell, Member for Northumberland, predicted a civil insurrection.

Gibson himself did little to dispel the impression that government and lumber were in lockstep with each other. At least some of the land Gibson purchased in York County at this time from the New Brunswick and Nova Scotia Land Company was along the line of the new railway, and in September, 1873 he paid $24,000 to the Commercial Bank of New Brunswick for 10,000 acres of land in Carleton County in the parishes of Northampton and Brighton - land drained by the Saint John and Becaguimec rivers and also contiguous to the line of the New Brunswick Railway. Gibson paid $8,000 by way of down payment for this property, securing a loan for $16,000 for the balance, which he paid off promptly the next fall. It is fair to say that by the time the railway had been completed to Edmundston, Gibson was a land baron on a very large scale, as well as President of a railway company holding 1,600,000 acres in reserve.

Discontent on the North Shore boiled over after the provincial election of 1874. On the one hand was the long-simmering suspicion that the public lands were being sacrificed to "Gibson and the Rivière-du-Loup Railway Company." On the other was the new stumpage policy, part of Premier King's initiative to raise money for government-sponsored social and eco-

nomic programs. Hitherto, lumbermen had paid a paltry six dollars per square mile per year to log on Crown lands, and it was possible to do an entire winter's logging on a few dozen acres, stripping them bare and paying almost nothing into the provincial treasury. Total mileage revenue in 1870, for instance, was a mere $35,983, and by 1873 that total had risen only to $59,944. Newspaper editors continually decried this waste of the provincial patrimony, and in 1874 King decided to do something about it. Under the new policy, the mileage rate would be raised to eight dollars per square mile on a three-year lease, with a surplus "stumpage" charge on the amount of feet of logs cut - specifically, 80 cents per thousand superficial feet on rivers running into the Saint John River and, with a nod to the North Shore, 60 cents on streams running into the Gulf of St. Lawrence.

This produced the insurrection predicted two years earlier by Mitchell. In August, 1874, at the annual Crown land sales in Fredericton, there was a combination by a group of North Shore lumbermen, with support from other quarters, totaling about ninety strong, to stymie sales by agreeing *en masse* to boycott the sale of timber berths. Their argument was that declining prices in England coupled with the new stumpage policy in New Brunswick were enough to cripple an industry already hamstrung by high dependence on Crown land rentals. Only three lots were sold at that auction and the newspapers of the province, at least those outside Northumberland County, generally condemned the Miramichiers for attempting to subvert government revenues and deprive associated industries of their fair share of work.

The lone voice of sympathy, just about, came from Mr. Fenety of the *St. John Freeman*, who saw in the imposition of the stumpage itself an attempt by the two "Rings," the New Brunswick Railway and the provincial government itself, to impose a mutually beneficial monopoly on the lumbermen of the province generally. If they did not agree to government rates, they would have to come begging to the railway company, which would be free to charge an even more exorbitant stumpage.

Then there was a surprising turn of events. After the departure of the North Shore men, Mister Gibson stepped forward and coolly requested a survey of all the vacant lands prefatory to making application to lease them himself - 170 separate applications totaling over twelve hundred miles of land. It seemed obvious enough that with the King government in the process of granting the railway what would amount in the end to 1.6 million acres of land, Gibson had no intention of letting the government fall, for if the North Shore men had their way, such might be the case. As the date of the final sale, to be held on Sept. 16, drew year, the pressure on the Northumberland group was ratcheted up, and the *Freeman* reported a street

rumour that "Mister Gibson is determined to obtain all those lands for which he has now applied, and to compel the operators in those counties to pay a stumpage of at least a dollar. It is said that he would almost prefer that they did not operate at all, as he has now an immense stock of lumber in the market, and if the competition from the North Shore were stopped there would probably be an advance in price which would more than compensate him for what he will pay for the mileage of the lands."

On the day of the final sale there was high tension. T. G. Loggie, a humble clerk in the Crown Lands office, was there and remembered the scene quite vividly. Two little tables were erected outside the Crown Land Office window, one for Mr. Babbitt, the Receiver General, the other for Mr. Inches, of the Crown Land Department. The lumber king of the Nashwaak sat in his wagon close by, grim determination on his face. A hush fell over the assembly as the first berths passed to Gibson; only then, reported Loggie, did the lumbermen realize the enormity of the situation. Should all these lands pass to Gibson, he would become the sole operator of all the Crown lands in the province and they would be ruined. Led by Richard Hutchinson, one of the largest operators on the Miramichi, the men approached Gibson and asked him if he would be content to let them bid on the lots they required. This he would not consent to do. They must take the whole or take nothing, as some of the lands were of less value than others, and he would have to pay full price for them. Caught between a rock and a hard place, the government and Mister Gibson, Premier King and the King of the Nashwaak, the North Shore men were forced in this humiliating moment to agree that Mr. Hutchinson's name would be substituted for Mister Gibson's on the applications. "Mister Gibson," reported the *Globe*, "evidently did not put much confidence in the agreement; for with a fine imperious air he walked over to the Bank of British North America, looking neither to the right nor to the left as he passed through the crowds of lumber operators in his path. In a few minutes he came out with a large roll of bank notes, the end of which stuck menacingly from his pocket, like the muzzle of a gun from the port of a man-of-war. Whether all this show, preparation for war, etc., was necessary or not, it certainly had an intimidating and coercive appearance, and must have made the small, struggling operators tremble in their shoes."

Subsequently, the list of almost 200 hundred lots was read through, one by one, in 170 of which Mr. Hutchinson's name was substituted for Gibson's. The sale over, the North Shore men returned home to lick their wounds, and the York County men to lick cigars. As for the government, reported the *Globe*, it cut a sorry figure, like a child "guided and protected by a strong guardian." For Gibson, however, who at this moment single-hand-

Alexander Gibson at York St. crossing with NBR engine No. 2 and Fred Edgecombe, first station agent with NBR Fredericton, Oct. 18, 1875. Engine built by Rogers Locomotive Co., Paterson, NJ, 1869. Served first on ENA and later Fredericton Branch Railroad. **PANB George Taylor Fonds: 5-373.**

edly "made" the stumpage policy of the government and assured it of lucrative future Crown lands revenues, it was a winning combination of shrewdness and showmanship. "I know of no incident in my long connection of over 50 years with the Crown Land office," remembered Loggie, "so full of dramatic and material interest as the one just recited. I doubt if in all the annals of the Province there another incident of like importance."[1]

PREVIOUSLY, THE SECTION of the railway between Fredericton and Woodstock had been finished in December, 1873, making it possible to leave Fredericton at 8 in the morning, dine at Woodstock, and return home in the

1 Land grants to the New Brunswick Railway and the related stumpage crisis had a significant impact on the provincial forest industry in later years. According to Ronald Rees, about a million acres of granted railway land in the northern part of the province eventually passed into the hands of K. C. Irving forming the beginnings of his family's forestry empire. Revenues from the stumpage imposition immediately poured a large amount of money into a chronically underfunded provincial treasury. These monies increased exponentially in the decades that followed and quickly became a normal and essential part of ordinary operating revenues. The figure of Alexander Gibson stands directly behind both of these important developments.

same evening. To mark the union of the two cities by means of the iron band, Gibson, his Directors, Officers and a few friends made a symbolic excursion on January 1st along the new line as far as Woodstock Junction, and then slowly along the branch line as to Northampton Station, not completely finished. At Northampton the party was met by a band, conducted in triumph to Woodstock, and at the Exchange Hotel sat down to a dinner set for 100 persons, among whom the most illustrious citizens of the town. After dinner, Mister Gibson stood to request Mr. Burpee to read an address to W. A. Nichols, Chief Engineer of the New Brunswick Railroad, thanking him for having kept the railway to its timetable, in spite of the late arrival of track from England, an early winter, and shortage of labor, so that "we are now enabled on the first day of January, 1874, to open our road to the bank of the Saint John River opposite Woodstock, thus complying with the requirements of the Legislation of last year." Presented with a symbolic time-piece, Mr. Nichols proffered his humble thanks, remarking that he would rather build five miles of railroad than make one speech.

The Woodstock branch was to include a passenger road and bridge but construction was delayed for some time due to a dispute between the railway and the government over choice of grant lands in the area. Meanwhile, farther up the line, the railway was completed to Muniac by February, 1875. As the railway had to cross the Saint John River at Perth-Andover on its way to Grand Falls, where it would cross again to the east side, Gibson decided to build a branch from there to Caribou in Maine. Since the Maine Central had no line into this area of the state, traders were forced to go beyond Bangor to Portland or Boston to purchase goods. There was some excitement at the prospect of a nearer market to and for goods, even if in foreign lands, and with a glance at its own government the *Presque Isle Northern Star* stated that it was sure "that in the future the tide of trade will set in the direction of that city which offers us railroad privileges, whether that be Bangor or what is destined soon to be its formidable, rival, Fredericton."

After resolving a dispute with the People's Line of Steamers, which opposed the bridge at Perth-Andover, and by early 1875 had been removed from the river, the branch was quickly graded, the bridge finished in the summer, and in December there was yet another symbolic excursion with Gibson and his associates, this one to Fort Fairfield, Maine.

The passenger bridge at Woodstock was finished in April, 1876, the railway station by January 1877, and on April 4, 1877 the first train crossed the new bridge to the town proper. It was an important event for Woodstock, as it connected it with Fredericton through the New Brunswick Railroad, St. Andrews through the New Brunswick and Canada, and going

east and west through this same junction, Saint John and Boston. Or as the *Carleton Sentinel* spelled it out in simple traveller's terms: "One may take breakfast in Caribou, Fort Fairfield, Andover or Woodstock, take dinner in Fredericton, have two or three hours to transact business there and return home to either of the places named the same evening; or having dined in Fredericton, he may take tea in St. John and breakfast next morning in Halifax. Or following the same train of thought, we may breakfast one morning in Caribou and the next in Boston."

The New Brunswick Railroad reached Grand Falls in the summer of 1877, Edmundston in the summer of 1878, and on October 15th the first passenger train, bearing Gibson, family and friends, traversed the entire route to great acclaim. Anticipating the event, the *Reporter* published a glowing tribute to Gibson's rise from quondam day labourer to the "Prince of New Brunswick Lumberers," the man with a controlling interest in the timber trade of the province, the largest shareholder in the New Brunswick Railroad, and possessor vast tracts of wild lands, not to mention myriad other investments. No less an achievement was his model town of Marysville, where in its splendid church the man himself may generally be seen in the family pew, or cordially escorting strangers to their own seats. "In appearance and habits," remarked the *Reporter*, "Mr. Gibson is quiet and unostentatious, but his face is marked by the energy and determination which have characterized his life." Though his somewhat shy nature has prevented his fame from spreading as widely as it might, "certainly the record of his life is the most remarkable instance of a successful financial career in the annals of our Province and perhaps of the Dominion."

By this time the railway was reported to be doing a stiff trade in lumber, bark, and sleepers, along with carrying hundreds of cars of potatoes from Caribou and Fort Fairfield to Boston via Woodstock and McAdam Junction. At the same time, some consternation was felt by the Maine Central over loss of business, and the Northern and Aroostook Railroad Company was incorporated to possibly build north from Mattawamkeag to Presque Isle. To cut his losses, Gibson proposed to extend his railway to Houlton if the company would build to that town, whereby the productions of the Aroostook could be brought there by his own railroad and from thence transshipped to Bangor, but as it turned out, there was to be no Maine train service to Houlton until 1894 nor to Fort Fairfield until 1895.

How well the railway was actually doing, as opposed to how well it was reported to be doing, is a matter of conjecture, but for whatever reasons, the fabled connection with Rivière-du-Loup was never made in time to affect the fortunes of the railway, at least in Gibson's time. Perhaps competition with the Intercolonial Railway, which reached Rivière-du-Loup in 1876,

killed this project. It is possible also that the economic downturn of the 70s, stunting agricultural and timber traffic, or the inability of the railway to attract settlers to the "fertile belt" around the Tobique, played their part. For whatever reasons, early in 1880, just a few years after its completion, the New Brunswick Railway was being advertised for sale. This advertisement appears in a pamphlet of about twenty pages titled *The New Brunswick Railway and Its Land Grants*, written by Gibson himself as Managing Trustee of the New Brunswick Railway, with addenda by Edward Jack.

According to a story related by David Nason, Gibson wanted out because of a dispute with the other directors over gauge, the New Brunswick Railway having been built on the "narrow gauge" of three and a half feet, while other Canadian lines, such as the Intercolonial Railway, Grand Trunk, European and North American Railroad, Western Extension and New Brunswick and Canada had opted for the "provincial" or British "broad gauge" of 5 feet 6 inches, and the American lines were using what became soon to be known as the "standard gauge" of 4 feet 8 ½ inches. Before the completion of the New Brunswick Railroad, even, it was evident that both the narrow and broad gauges were on their way out. The Grand Trunk had converted to standard gauge in 1873, the Intercolonial Railway in 1875, just before it reached Rivière-du-Loup, and by the summer of 1877, just before the New Brunswick Railway reached Edmundston, the European and North American Railroad, Western Extension and New Brunswick and Canada lines had all changed over as well, leaving the New Brunswick Railroad something of an anomaly. Being such a practical businessman, it seems unlikely somehow that Gibson would have opposed such an inevitable contingency. In the first paragraph of his pamphlet he is quick to address this problem, noting that "in the construction of the road-bed, bridges and culverts, regard has been had to its probable adaption to the standard gauge, and its timber and stonework is of such a character that it would be necessary for that purpose simply to move the rails, which could be done at small expense."

The *New Brunswick Railway and Its Land Grants*, Gibson's only venture into technical writing, shows a plain, strong hand, pleasantly varied. With only a few departures into anything that could be called poetry, it sticks firmly to a technical description of each section of the railway, its present economic status either as regards farming or lumbering, its potential for future development, the assets of each local town and the equipments of each station. Summing up, he writes, "the New Brunswick Railway is the natural, and at present the only outlet for an area embracing parts of New Brunswick, Quebec and Maine, containing in the aggregate over 8 million acres, every acre of which is valuable, either for its timber or as farm land."

Alexander Gibson

IMMEDIATELY OPPOSITE FREDERICTON the St. John River receives the waters of a small tributary, the Nashwaak. Following up the course of this stream about three miles, the traveler comes to the picturesque village of Marysville. Nothing remarkable in that, you say, but have patience. That village has a history, and that history centers around the person of the one man whose name appears at the head of this sketch, and from whom the village is named.

Not many years ago, there lived in the vicinity of St. Stephen in this Province, a man "to fortune and to fame unknown," who was content to earn his bread by the sweat of his brow, an energetic, hard working man with nought to cheer him on the way but the poor man's blessing - a large family. He laboured on and at his own toil accumulated for himself a little capital; he invested it in the lumber business. These small beginnings led to greater ventures, and after a time he purchased a saw mill on the Nashwaak, and removed thither.

Since that time fortune has smiled upon him so kindly that now, besides owning an immense mill property on the Nashwaak, and the village which bears his name, Alexander Gibson, the quondam day labourer, has a controlling interest in the main lumber trade of our Province, is the largest shareholder in the River du Loup Railroad, and owns large tracts of wild land as well as property in other securities. He is probably the wealthiest man in the Province, and many be fitly termed the Prince of New Brunswick lumberers.

The village of Marysville is situated on both sides or the Nashwaak, but the two divisions differ widely in appearance, though it is difficult for the observer to determine which affords the more pleasing scene. On the left bank, and occupying a low flat close to the stream, are the dwellings of the mill employees with the village store rising in their midst. The dwellings, numbering about thirty, are all alike in plan and color, and each is arranged for the occupation of two families.

That part of the village on the right bank presents a more imposing appearance. It comprises the splendid residence of Mr. Gibson himself, those of two of his sons, and of the head officers in his extensive business, the parsonage, and last but by no means least, "Gibson's Church," as it is popularly known.

The residences would all do credit to any locality, but the church deserves more than a passing notice; it is octagonal in form, surmounted by a lofty steeple, and painted a plain white, the ornamental work on the exterior is very tastefully executed and produces a fine effect. Within the building the same taste is displayed; the furnishings are expensive and comprise one of the finest organs in the Province. The congregation is ministered to, and the parsonage occupied by, one of the Methodist denomination; but we understand that no one but Mr. Gibson has any claim on either church or parsonage.

That gentleman may generally be seen at service seated in the family pew. He cordially welcomes strangers, not infrequently conducting them to seats himself. In appearance and habits Mr. Gibson is quiet and unostentatious, but his face is marked by the energy and determination which have characterized his life. Professing no particular religious belief, Mr. Gibson is celebrated for his magnificent donations to all religious and charitable institutions which come under his notice.

Though universally esteemed and respected by all who have had the pleasure of his acquaintance, his retiring habits have prevented his fame from reaching far beyond his own business circles. But certainly the record of his life is the most remarkable instance of a successful financial career in the annals of our Province and perhaps of the Dominion.

New Brunswick Reporter and Fredericton Advertiser
April 24, 1878

The old dream of the winter port is not forgotten either. Were the final link with the Intercolonial Railway built, a distance of only 77 miles, "the distance from Quebec and all points west of St. John will be two hundred and forty miles less than via the Intercolonial Railway," not to mention the added advantage of a direct railway link to great granary of the Canadian north-west and the Pacific ocean.

Reading between the lines, it is obvious enough that the railway is not at present an especially lucrative operation, though with its many assets, Gibson implies, it bids fair to become one in the near future. The railway possesses 1,647,172 acres of land, 300,000 of which are prime timber lands on the Miramichi. The total cost of the railway was $2,732,000, but the only liability consists of $1,994,000 in bonds issued. The economic depression of the 70s is to blame for the low earnings of the line over the last two years, which netted only $54,000, but which have increased 43 percent over the last quarter of the previous year. Owing to the depression, not many timber lands were able to be leased to lumbermen, but even so enough revenue was generated to pay a large part of the interest on the bonds.

The old fear of the Northumberland men - that the New Brunswick Railway would soon raise stumpage rates on their land to extortive levels - seems in the end to have been true. Gibson notes that the old stumpage charges of 75 cents per thousand on spruce have now been raised to $1.50 and "it is the intention of the Trustees to increase stumpage on spruce to $2.00 per thousand, on pine to $2.50, and on other lumber in proportion." As for the lumbering potential - and again the key word is "potential" - Gibson waxes relatively loquacious, and concludes after a good deal of numerical projections that though "These estimates of lumber are so large as to be almost startling, yet they are too low in the opinion of many persons well qualified to judge by a lifetime spent in and about the lumber woods."

Finally, the railway lands form a contiguous block through the three counties in which they are located, with each block having been inspected and surveyed beforehand, and all lots of inferior quality rejected. In an appendix, Edward Jack affirms that in his opinion, "this Company has nearly a monopoly of the really valuable forest-covered agricultural lands in the Province of New Brunswick," a land mass larger than the size of Prince Edward Island.

Whatever the influence of Gibson's pamphlet, the New Brunswick Railway soon had a taker. In the summer of 1880, it was reported that a special train had conveyed the new owners of the Company over the railway to Gibson and then to Marysville where they were entertained in high style by Mister Gibson and his family. The gentlemen in question included Donald Smith and George Stephen of Montreal, the two men who within

six months would incorporate the Canadian Pacific Railway and, with signal assistance by the government of John A. Macdonald and the taxpayers of Canada, effectively bankroll the CPR on its way to Canadian railway dominance. Stephen would be its first president, and Smith drive the last spike. In effect, the Canadian Pacific Railway was planning the future consolidation of its system through the eastern part of the country. While the plan would be to build to the Pacific from Montreal, the Maritimes would provide ready-made trackage for the company's path from Montreal to the Atlantic. Over the next ten years the New Brunswick Railroad would add most of the other railways of New Brunswick to its holdings, and in 1890 the Canadian Pacific Railway would take over the New Brunswick Railroad system on a 999 year lease. In the Maritimes, it all began with the Gibson Line to Edmundston.

Gibson is said to have pocketed a tidy $800,000 on the sale of the New Brunswick Railway. While it was noted that he did well, selling so much dead stock for cash, Fredericton looked with some sadness on his departure. The *Reporter* noted that "In his ceasing to have connection with the road it should not be forgotten that to him we are mainly indebted for the construction of this great work, which is destined in the future to have so important a bearing upon all our interests. But for his wealth, his readiness to supply money when needed, his energy, and determination to accomplish it the road would not have been built, and we well remember when the last link to connect Edmundston with Grand Falls was put under contract what opposition was encountered and with what firmness he determined it should be met to make good his promises." In future years, in fact, there were complaints about the increasingly poor service on this line under the CPR, which reached a point where the lower end at Fredericton seemed distinctly neglected and there was some nostalgia for the days before a soulless monopoly took over.