

The Canada Eastern, Northern and Western or Miramichi Railway

Date May 8 1871

County York

Place Fredericton

Newspaper Colonial Farmer

d. At his residence Blackville (North. Co.) Friday 21st inst., **Alexander McLAGGAN**, Esq., age 78 ('Scottish American' please copy)

Reporter

Feb 10, 1875

The Miramichi Railway

There is no commercial enterprise at present mooted in New Brunswick of greater or graver consequence to this City, and indeed to the whole county of York, than the proposed Railway from Newcastle and Chatham to Fredericton. This is looking at it from a local standpoint only, but when we bear in mind that the projected road will form a part of a grand railway scheme over which it is possible the commerce of two continents may yet find its way, its vast general importance is comprehended at a glance. Remembering that we live in a fast age, and that no sooner is the desirability of a great enterprise admitted than it is undertaken and completed, let us not feel at all surprised should we discover ere autumn leaves are brown again, that there are strange doings along the Nashwaak and Miramichi, that the solitary places are made to resound with unwanted clamor, with the apparition of an iron horse in the background read to contract to a very span the wilderness journey which has hitherto divided the Counties of York and Northumberland. This will give an unbroken line westward, and will constitute the shortest commercial route between the great marts of Europe and the United States and Canada. On this phase of the question the Telegraph presents some interesting statistics:

New York to Liverpool, via Miramichi and Cape Clear 3195 miles

New York to Liverpool, via Louisburg and Cape Clear 3411

New York to Liverpool, via Halifax and Cape Clear 3427

Difference in favor of

Miramichi over Louisburg 215 miles

Miramichi over Halifax 232 miles

The pith of the whole matter is in the above. As naturally as water seeks its own level, so will trade seek out the shortest possible route from point to point, and with a difference between New York and Liverpool of 232 miles in favor of Miramichi, as compared with Halifax, the practicability, aye, the necessity of the proposed route is determined beyond dispute.

The necessity being admitted the next point to consider is the question of ways and means.

There seems to be a design in nature whereby the natural products of every country are made to subserve the great cause of progress and civilization. The gold fields of Australia, for instance, became the grand civilizers of that now vast and important Colony. Thus in New Brunswick nature seems to have designed that the forests of pine and spruce clothing our mountain sides should in due course of time exchange their wealth for those modern means of improvement and civilization which the spirit of the age is so rapidly pressing upon us. And if, under a judicious system of legislation the timber lands of New Brunswick can be made to build our railway, to what better purpose can they possibly be applied. **To effect this, as in the case of the New Brunswick Railway, it may be necessary to transfer large blocks of the public domain to private corporations, against which the smaller operators very naturally complain. To the great mass of the public, however, it is a matter of indifference whether the lands are managed by the government or held by private parties; in fact it is generally supposed that the greater economy is**

exercised, that there is less recklessness on the part of the operator, and that upon the whole the lands are better conserved under private management than when controlled by the government.Coming, therefore, to the point, I the wilderness lands lying in the County of Northumberland, or any portion of the same can be made to aid the construction of the proposed road, who in this province would put an estoppel upon the transaction.

That the question will assume tangible form before the next session of the legislature there is no doubt whatever,, and an offer will be made to construct the road from Newcastle to Fredericton on condition that together with the subsidy of \$5,000, the government shall grant the company undertaking the work a further bonus of 3000 acres per mile of timber lands lying along the projected road, and to be confined exclusively to the County of Northumberland. **We notice the name of Alex. Gibson in the proposed company, and it is to be hoped that a gentleman who has already by his indomitable energy accomplished so much on behalf of the commercial interests of New Brunswick, may be induced to extend his sphere of operations to this undertaking also. His name as an abettor of the work would be sufficient guarantee for its speedy accomplishment.** government will scarcely decline a proposition so reasonable and advantageous. If other counties having railway projects on the carpet will come with like propositions, agreeing to appropriate their own lands, by all means let them have like facilities.

Reporter

Jan 24, 1875

Miramichi Valley Railway

It is with unfeigned disappointment not unmixed with vexation, that we have to announce the apparent collapse of the scheme for the construction of the Miramichi Valley Railway. This has been occasioned by a variety of causes, concerning which it is idle to provoke discussion. We may just state, however, that one phase of the difficulty comes from the opposition of Saint John, and how much of sectional feeling is embodied in the attitude of the Saint John members, we leave our readers to determine. Of all the contemplated lines in the Province none is of equal commercial importance to this same road, opening up as it does much valuable land, and uniting the northern and central portions of the Province, hitherto divided by an almost interminable wilderness.

A proposition to build this road was made by parties of unexceptional standing, able to give the very best security which the Dominion can afford for the due performance of the contract. The offer stipulated that in addition to the five thousand dollars, the government should add three thousand acres of land per mile, on the ground that although short lines like the Richibucto and Elgin branches might be constructed for the money subsidy, it was absurd to suppose a main line such as that proposed between Fredericton and Chatham, could be undertaken on that inducement alone. The government does not, it appears, see its way clear to make this, notwithstanding its greater importance, an exceptional case, and we presume the proposition will be rejected. Everybody knows, however, that the five thousand dollars a mile scheme was but a compromise at best, a mean between giving too much and giving nothing at all. In fact, it was well understood that not one out of five of the proposed railway schemes would ever come to maturity, and the government only ventured what they knew they would never be called upon to pay. Here on the contrary is a bona fide project, and we repeat what we believe a large portion of this province will endorse, that if the timber lands in the County of Northumberland could be exchanged for a Railway uniting that County with York and with the railway system westward, these lands would only have been devoted to their legitimate uses. The refusal, therefore, seems unreasonable, viewed either politically or financially, and is the death-blow to a project which would have redounded to the praise of the executive and the perpetual advantage of the Province over which the rule and govern.

It is not all probable the offer will be repeated.

Reporter

March 3, 1875

Stanley agrees to grant proposed Fredericton / Newcastle railway right of way through Stanley and justifies the legislature in granting 3,000 acres of land per mile of road constructed.

Miramichi Valley Railway

The following telegram has been received at this office:

Newcastle, Feb 25

Board of directors, Miramichi Valley Railway met yesterday session lasting nine hours. Decision made to commence survey at once. William E. Buck has been appointed Engineer in charge of survey of proposed routes, which must be completed within three months. People are subscribing handsomely towards fund for defraying expenses.

While this action of the people of Northumberland indicated the importance of the proposed Railway, and while York full appreciates these efforts as well as the assistance so kindly given by the Telegraph in reading articles, we have little hopes of any present success. Comprehending pretty fully the whole position, we know that the influence of Saint John both in the government and on the floors of the House, will paralyze every endeavour to carry this most important work. In fact the Attorney General has already announced that the government contemplates no change in the present subsidy act, without which this Railway is an impossibility. It fairly constitutes, from its great consequence, an exceptional case, and if generously treated should receive exceptional subsidy from the provincial revenues. For the reason just stated we have no anticipation that such will be the case.

Reporter

March 24, 1875

Miramichi Valley Railway

The following telegram from Newcastle furnished evidence that the Miramichi Valley Railway Company are decidedly in earnest in their resolve to push forward this important work:

Newcastle, New Brunswick, March 20

The stockholders of the Miramichi Valley Railway Company met here today, when the following directors were chosen. Hon, William Muirhead, Parish of Chatham; George Burchill, Parish of Nelson; R. R. Call, Newcastle; John C. Miller, Derby; Scott Fairely, Blackville; Robert Swim, Blissfield; and Miles McMillan Ludlow. The Directors met and elected R. R. Cal President, Allan Ritchie, Treasurer, and Mr. Adams, Secretary.

The first annual meeting of the Company will be held on the 13th of July next, when all the surveys will be completed and the probably cost of the line ascertained.

The money for surveys has been freely subscribed. Great interest is manifested in the railway throughout the County, and the Directors are determined to push forward the work, notwithstanding they have not received assistance which they had been led to expect would be extended from leading men on the other side of the Province.

Capitalists in the other provinces view this as a great national work, and urge the Directors to lose no time in securing its construction.

This is a most commendable feeling on the part of the present Company, but we are not at all sanguine of a successful issue at present, believing that there is a hostile feeling in the government and no member prepared to take a decided stand in the affirmative.

We find that Mr. Mitchell has brought the matter under the notice of the government at Ottawa, during the claims of this road as one which would greatly shorten the distance between Montreal and the nearest summer port to Europe. The Premier replied that they had no application from the Company, and were not in possession of sufficient information on the subject.

Reporter

Feb 9, 1876

The Central Railway

A very enthusiastic meeting was held in this City on Thursday last, for the election of

a Board of Directors for the Central Railway. This Company has been formed for some time to build a Railway from the terminus of the Rivière du Loup at Gibson, to the Intercolonial somewhere in King's County, by way of the Grand Lake and from the Grand Lake to the Intercolonial at Weldford in the County of Kent, thus connecting the Coal fields of Queen's County with Fredericton, and the Intercolonial Railway both on its Southern and Northern Divisions.

The importance of this Road cannot be overrated, and will work a revolution in the interior of this Province. The Coal deposits near the head of the Grand Lake have not received the attention they deserve, and now that so much is required for Railway purposes, it become all important to procure supply at the lowest cost possible. This can be done from our own mines much cheaper than from any others.

There are many other points in connection with this project that we would wish to refer to, but space will not permit us at present. But we cannot refrain calling the attention of our people to the absolute necessity of a Bridge over the Saint John, at this city. The building of the Central Railway renders this imperative unless we want to move Fredericton to over to Gibson.

The following gentlemen were elected office bearers:

Alex. Gibson, President

E. R. Burpee

J. S. Covert

G. G. King

C. W. Wetmore

J. A. Fenwick

G. H. White

C. A. Hallett, Engineer

J. L. Inches, Secretary Treasurer

The company will meet again in a few days, when they expect to be in a position to determine when they will commence operations.

Reporter

March 1, 1876

The Central Railway

The shortening of other routes is not undeserving of attention. From eight to fifteen miles of the Miramichi Valley Railroad will be built in this way, which will effect a considerable saving to the promoters of that enterprise. Starting at Gibson they both run to the mouth of the Penniac, a distance of some eight miles—thence the Central passes along the banks of that stream in such a direction that if, instead of following the Nashwaak, the Miramichi line were to cross the country somewhere about the Tay, it would affect a junction with the Central, and thereby ensure a still further saving. Not only so, it would bring the North shore so much nearer the above named coal fields, and open up to them more direct communication with Saint John.

reporter

Oct 23, 1878

Railroad Extension

The Fredericton Railway Company have been steadily penetrating the Upper Saint John each year since their formation, and today their achievements are so great that not only private companies watch their rapid acquirement of territory with a jealous eye, but Governments are led to wonder at the success of the company in accomplishing what six years ago appeared to many to be impossible. **This road is opened to Edmundston, nearly two hundred miles long from Gibson. The first passenger train traversed the entire route on the 15th inst., its passengers being the energetic President of the road, Alex. Gibson, and members of his family, and other members of the company with their ladies and friends.**

Note Bene: Take over in 1882 of New Brunswick Railway added \$800,000 to coffers

Reporter

March 2, 1881

Talking about Railways, the line mostly needed by the country now is one from

talking about railways, **the line most needed by the country now is one from Fredericton to the Miramichi to connect with a port in the northern part of the Province.** By an amalgamation of the promoters of the Central and Miramichi companies this might be effected. It would of course necessitate the construction of another road from Fredericton to Harvey, to give more direct connection with the United States, but this branch would make the distance to Harvey from this city about 25 miles, instead of 42 by the present route. It would open up a splendid tract of country also.

Reporter

Sept 6, 1882

The Miramichi Railway

If the Miramichi Railway can be built it will be a great benefit to the interior portion of our Province. A bridge across the Saint John at this city would be necessitated; and with a good summer port, which can easily be obtained at the North, with a good winter port at St. Andrews, a large amount of travel and traffic would find it sway between the two sections of the country, of which no doubt Fredericton would secure a portion, being an intermediate station. If a line of steamers should be established between some northern port and the old country, and the route should as has been asserted, be shorter than any other American route, or even one of the shortest, a large stream of travel would come through from the United States, as people will travel by the shortest route. **As the influence of the Syndicate controlling the New Brunswick Railway is evidently not directed towards advancing the interests of this section of the Country, there is one person on whom all eyes are turned to undertake the construction of the new road, and that person is Mr. Alexander Gibson, without whom we would probably not have had the New Brunswick Railway, and since the severing of whose connection with it, the road appears to have been worked with a view to ignoring us. There is no use for people without money undertaking public projects, and there is no person that we know of so well able or calculated to take hold and work this project up and carry it on to completion. In fact we thought that at the last session of the Legislature some arrangement was made with the Government by which he had been induced to taken an interest in the building of this road. The Government would, we feel satisfied, be prepared to meet a capitalist of his standing reasonably, even by guaranteeing a fair amount of interest in place of bonds, if this might be considered necessary.**

Reporter

Oct 7, 1882

The Railway Changes

It seems to be taken for granted that the policy of the owners of the New Brunswick Railway, combining now as it does the New Brunswick Railway from Gibson up and the New Brunswick and Canada Railroad, is to turn the trade of the upper sections of the country towards St. Andrews through Woodstock. In fact we cannot see that the recent amalgamation would have been of any use unless this were the intention; and such a result was looked for by everybody in this part of the country when the amalgamation was first talked of. The Company will carry the trade by that route which will be most productive of a return to themselves. And so with the machine shops, they will be removed if the Company find it to their advantage to locate them in some other place. This would seem doubtful in the light of convenience and expense, but if they are removed, the loss to Gibson and this city will be trifling, much more so than many persons have been led to suppose. There are but few persons employed in them, say eight or nine, and very little money is distributed among the people by their location among them. The Gibson Tannery probably employs three times as many men and scatters ten times as much money in the community, and the enterprise that led to the creation of this institution and the ability which has successfully operated it could as readily suggest and establish something else in Gibson to make up for the loss of these machine shops. **The road from Gibson up has been merely tolerated for some time past. We must make it a necessity, and this can be done by encouraging the building of the Miramichi and Central Roads which would give us the much talked of bridge across the Saint**

Central Roads, which would give us the much talked of bridge across the Saint John river and connection with the Fredericton Branch, and thus with the southern part of the Province. The Miramichi road would give us what we doubtless will lose by the diversion of the up river trade, and make Fredericton a railroad as well as a commercial center, and give it an impetus which in time will render it a place of importance. And when waterworks are completed with the advantages they offer for manufacturing purposes, together with our enlarged banking facilities, we may expect a great advance in the trade and population of the place; but our people must not stand still and grumble, and lament, they must put their shoulders to the wheel and endeavor to work out the destiny of the place, and take advantage of the opportunities nature offers them

Reporter

Oct 21, 1882

The Central Railway

The Capital admits the road would benefit the centre of the Province, and Gibson. Well, will not Fredericton be benefited also? If the country about us is built up and improved, and the inhabitants increase their worldly goods, must not this prove indirectly a benefit to the city? Is it not the surrounding country which provides the principal purchasing power for our people? And if the country about us improves, then must we not relatively improve? Then as to the bridge, which has we fear by manipulation been rendered very remote, **the converging of railways, such as the Miramichi and Central at Gibson will render the bridge more of a necessity and more likely to be built.** There is no apparent life now in the Miramichi Company, and we cannot wait for ever. The world moves, and we must with it. The Central road can do us no harm, as the up river trade is all going by another route out of the country, and this road may arrest it and give us a portion of it, and tend to open up the centre of the Country, therefore we say good wishes to it.

York Gleaner

May 23, 1883

Miramichi Valley Road

The Ottawa Parliament has adopted resolutions granting subsidies towards the construction of a number of railway, the Caraquet, the European and Short Line railway, that is the lines from Canso to Louisburg, and from Sherbrooke to the Intercolonial boundary, and the Miramichi Valley Road, etc. the Government in granting these subsidies has departed from its policy of not granting much aid to purely local railway works. But policy is a drifting or shifty thing, and the Opposition has not condemned the government severely for so doing. Mr. Blake would have liked to have had more information before the resolutions were put to the vote; but, as far as our information goes, he did not object strongly to any of the subsidies. Some of the speakers to the resolutions were of opinion that since large sums were taken from the people by their high taxation policy, it was only right that a portion of it should be returned to them in the shape of subsidies to local railways. One member went so far as to say that the subsidizing of local railways was an obligation in the Dominion, as the smaller Provinces had exhausted their resources in aiding such works. We see that some of the new Brunswick members, spoke to the resolutions—Mr. Pickard among the rest, but as the very summary telegraph report does not make clear what he said, we will await Hansard with a report of his remarks. We should think that very little hostility can be felt to a Dominion subsidy to the Miramichi Valley Road, a railway that has long been spoken of, and is much needed, and which will be an important feeder to the Intercolonial and bring to it a great lumber traffic.

In the beginning of the session, Hon. Peter Mitchell made himself prominent in purchasing the interests of this road, and we have no doubt that it is greatly owing to his energy that it has been remembered by the Government. The subsidy is \$102,400 for 32 miles, and under the Railway Subsidy Act of this Province, it is open to receive a further subsidy of \$3,000 a mile from our Local Government. The Chatham World reminds persons closely interested in the construction of the road, that the \$5,000 a mile offered by the Government under the former Act, was lost because of delay in commencing the work. and that there is a danger of the \$3,000 a

mile being lost through the same reason. Only a limited number of railways, not all the lines mentioned in the subsidy Act, are to be subsidized, and those lines will be favored for which application is first made. The homely proverb "first come, first served" will, be fancy here apply.

It is estimated that the Dominion and Local subsidies are equal to \$4,000 a mile for the whole road; that the work will cost \$8,000 a mile. The aid given is sufficient to induce capitalists to come forward and build the railway, and the World sees no reason for doubt "that \$5,000 can be borrowed on a road with the paying prospects of this one." We have no doubt that if the lumber lords of the Miramichi think that the road is absolutely necessary in their interests they will cause it to be pushed through.

The World is for beginning the construction of the Miramichi end of the road at once, and says, as the Dominion subsidy is (as stated before) for 32 miles, there is no excuse for not building so much of the road without delay. The Dominion and New Brunswick subsidies amount to \$6,200 per mile, nearly enough to build and equip this portion of the line; that is to say it would have the whole of the Dominion \$102,400 with \$96,000 of the Local subsidy expended in giving the upriver parishes of Northumberland railway communication with the Intercolonial, and leave the construction of the rest of the line to the chance of being completed with the local aid of \$3,000 a mile! This is a proposition that savors of selfishness it seems to us, and if carried out would leave the Miramichi Valley Road an unfinished work for many along year to come. We should think that with the double aid given there would be sufficient inducement to capitalists to undertake the construction of the whole road immediately. Begin not at one end, but both ends at once.

There is no capitalist and lumber operator or business man in the Province, who will take so great an interest, we venture to say, in seeing this road pushed rapidly forward to completion than Alex. Gibson, esquire. What with his supplies, deals, and the product of the cotton mill he has started, which will be running and doing a booming business before probably the railway is well begun Mr. Gibson will afford the Miramichi Valley Road a heavy traffic. But little interest would he take in the road, not a dollar would he put in to help it, if the World's proposition should be carried out, that the dominion subsidy be applied to building the Miramichi end alone.

York Gleaner

May 30, 1883

The Railway Subsidy Debate

Mr. Pickard's speech in Parliament respecting the various railways under consideration for subsidies. No specific mention of Gibson, but of St. Andrews and Québec, etc.

Reporter

July 11, 1883

The Central Railway

The Central Railway is to be built. At the meeting of the Local Government, held in this city a week ago, arrangements are understood to have been made for providing the bonus of \$3,000 a mile to the Company, and the names of the leading men connected with the enterprise give the assurance that the road will, before long, be an accomplished fact. It will run from Gibson to the head of Grand Lake direct, making we presume, a slight diversion towards Marysville, to accommodate the new Cotton Mill being erected there. It remains yet to be settled whether the road will, from this point, continue direct to Salisbury, or make a divergence to some point nearer St. John, to accommodate the people of that city. But however that question may be decided, certain it is, that the Central Road will be pushed without delay. We must be excused for feeling greatly gratified over this. One of the first questions we advocated when assuming control of the Reporter was the building of this road, which, we felt, would supply a link greatly needed in our railway system, would open up a section of country which had been greatly neglected, a section too of undoubted mineral deposits which merely require development to make them a source of revenue to the country, and which would, as well, render Fredericton's position a more important and central one. While the road will contribute to the development of the mining

interests of this section of country, it will pass through the thriving village of Marysville, whose immense cotton mill, will, ere long, be the wonder of the continent, and will produce a traffic of itself to keep the road pretty well occupied. It will make this city more central also, because to connect with a road at Fredericton leading to the United States, a bridge must be built, which will provide the accommodation now so much clamored for. The Miramichi road is now partly provided for, and will doubtless be pushed to completion also. Whether it comes direct to this city or strikes the Central at some intermediate point, Fredericton will be brought much closer than at present to our northern neighbors, and we will become the most central place, and occupy one of the most advantageous positions as a commercial and manufacturing centre, in the Maritime provinces. Everything points to this, and we think we can safely say Fredericton has seen its worst days.

York Gleaner

July 18, 1883

Miramichi Valley Railway

It will be seen on reference to another column that a notice has been given of a first meeting of the Company which has in view the immediate construction of the Miramichi Valley Railway. \$20,000 of the capital stock of the Company has already been subscribed and paid up, and we have reason to believe that in a short time the Company to be organized on the 2nd Tuesday in August, will be clothed with the necessary power and authority to proceed with the construction of the Miramichi Valley Railway—a line that the Gleaner has advocated since the date of its establishment.

The Intercolonial vs. the Chatham Branch

From circumstances that have lately transpired, it would appear that the difficulties that have arisen between the Intercolonial and the Chatham branch owe their origin to the part that Mr. Snowball, along with other prominent merchants of Chatham, lately took in defeating Mr. Call's annual subsidy grab from the Local legislature of this Province. This statement is borne out by an article in the Chatham World, Mr. Call's paper, which, while condemning the action of the Intercolonial authorities, insinuated that it has been done by way of reprisal for the part taken by the proprietor of the road, in depriving Mr. Call of the subsidy for his steamer. From information received from Chatham during the past week, we learn that there is a strong feeling of indignation existing among Conservatives as well as Liberals, that the Government of the Dominion should allow a parish politician to make a tool of it, to spite a rival in business, and thereby injure the trade of a large commercial community. Not only to the trading community of Chatham, but to the whole of the inhabitants residing in the lower parishes of Northumberland the Chatham Branch Railway has become as much a necessity as the post office, and any concessions that the Government have made to it in the past they consider were not made without due deliberation and for their benefit, and not for that of the owner of the road. The County of Northumberland contributes largely to the revenues of the Dominion, from which, up to the present, it has received little or no benefit, but now, as the Intercolonial is a Government work and run at the public expense, its inhabitants, considering that the Chatham Branch is the only means by which the larger portion of them can have connection with it during the whole Year, think that the Dominion Government should rather add to, than take from the Road, any concessions it may have received. If the Government are wise and wish to retain the confidence of the inhabitants of Northumberland, one of their body should pay it a visit the present summer, and from what he may see and hear, form his own opinion upon railway and other matters. If this be done, we feel confident that there will be a change in the management of its affairs which have been to long run in the interests of two or three grasping and scheming individuals, to the injury of both the County and the Conservative Party of which they set up to be the local leaders.

Reporter

July 21, 1883

There seems to be quite a competition for the organization of the "Northern And

Western Railway Company of New Brunswick," as a notice is published in the *Capitol*, signed by Messrs. Alex. Gibson, John Piccard, and W. Muirhead, calling the first meeting at the Parlor of the Queen Hotel in this city on the second day of August next, at 10, o'clock in the forenoon, or organize the Company and to elect officers, pass by-laws and transact general business for the promotion of the purposes for which the Company is incorporated. A notice also appears in the *Farmer* calling the first meeting of this Company at the Waverley Hotel in the town of Newcastle, for the same day and at the same hour, for the same purposes. There is evidently a rivalry here, which is a healthy sign where public enterprises are concerned. **The charter is for a road from the Town of Chatham passing through the counties of Northumberland and York, to Fredericton, and is better known as the Miramichi Valley road.**

York Gleaner

Aug 1, 1883

The Miramichi Valley Railway

As will be seen in our advertising columns a notice of a first meeting has been called for the 4th instant by Messrs. Gibson, Pickard and Muirhead for the purpose of organizing the Northern and Western Railway Company of New Brunswick, better known as the Miramichi Valley Railway Co. A similar notice has been given in other papers by Mr. R. R. Call and others in Miramichi. The first mentioned notice calls the meeting at the parlors of the Queen Hotel in this city, the second at the Waverley House, at Newcastle. It would be worse than useless for two companies to be organized having in view the same object. Accordingly Mr. George F. Gregory, the Attorney for the first mentioned parties, proposed in a friendly way to Mr. Call and party that they withdraw their notice, and unite in forming the Company under the first notice given. This proposition was rejected. A bill in Equity was therefore filed to obtain an injunction to restrain the Call party from proceeding under their notice. The matter came on for hearing before Mr. Justice Weldon, at the Law Library yesterday afternoon. Messrs. C. W. Weldon, Q. C., George F. Gregory, L. J. Tweedie, and C. A. Palmer appeared for Messrs. Gibson, Pickard and Muirhead, and Dr. Barker, Q. C., E. L. Wetmore, Q. C., and A. A. Davidson, Q. C., appeared for Mr. Call and party. No important facts, unknown to the public, were brought out. The question seems to turn upon what rights were required by priority of notice, and the propriety of the Court interfering at the present time. At the close of the argument at 12:30 today, the Judge could not decide the question raised immediately, but he would give his judgement in a day or two, and in the meantime he supposed both parties would proceed with their organization. The effect is that nothing of interest in the suit remains but the costs unless the Judge should give his decision tomorrow morning.

Reporter

August 4, 1883

Two rival companies vie with each other for the construction of the Central Railway; of one of these Mr. Gibson is President. This Company proposes to construct the road from Chatham to this city. Major Call and his party wish it constructed from Newcastle to this City. Both companies meet and formed on Thursday. The Gibson party had obtained an injunction to prevent the Call party organizing, but a telegram sent to prevent this taking place, arrived too late. Both parties are prepared for action, but the Newcastle men appear to have the most money. They subscribe for stock to the amount of \$200,000, while the Chatham men only subscribed for \$150,000 with; and so the matter stands. It seems to be assured, now, that the Miramichi Railway will be built.

York Gleaner

Aug 8, 1883

The Miramichi Valley Railway Co., held a first meeting in the parlor of the Queen Hotel last Thursday, and organized, elected directors and transacted other business. At a subsequent meeting Mr. Gibson was selected President, and Mr. G. F. Gregory was appointed Secretary and Solicitor.

The hum at Marysville Cotton Factory still continues. The immense foundation is about completed and the gray granite basing is being laid. From the large extent of ground which the foundation covers, and the hum around it, one would suppose that it was the nucleus for a city.

York Gleaner

Aug 20, 1883

The Miramichi Valley Railway

Since the contract for the construction of this line has been awarded to the Gibson-Snowball Co., a lively interest has been excited among the people along the valleys of the Nashwaak and the Miramichi, and there is more than a little speculation as to the route the Company will finally adopt. The contract was awarded of course under the terms of the Subsidy Act: the line to be built on the route provided by law. But the Company will no doubt at an early day have surveys made, and decide upon the most practicable route. If a change from the old route is considered desirable, legislation authorizing that change will be sought at the next meeting of the Assembly. We fancy that at this end of the line no very material change will be made; the engineering difficulties, with one exception, do not appear to be very great. As to the Miramichi end we cannot at this date predict the probable choice of route, or even go so far as to say there will be a change, but this we do know that the engineering difficulties at that end (in the original survey) are greater than many a strong railway company would care to face. Our readers may depend upon it, however that the line will be built on the best practicable route.

Last week an impression prevailed in Newcastle that a compromise had been effected; that the Call Company agreed to waive all right, etc., to the contract, on condition that the Gibson-Snowball Co. build the on the original route. This is a false impression. There was no compromise, nor was there any such thing spoken of. There was only one course left open to the Government, that of awarding the contract to the most responsible Company to construct the road as provided by law, and this course was adopted without hesitation.

Reporter

Dec 12, 1883

The Bridge. It is stated by persons who ought to know that Fredericton will soon witness the Miramichi Valley Railway undertaken in earnest, and that the Bridge will cross the river in front of Carleton Street. At that point no draw will be necessary as the up river steamers will have ample wharf accommodation in the vicinity of the City Hall.

York Gleaner

March 19, 1884

The Railway Meeting

The meeting in the City Hall last week to discuss the advisability of taking some action to secure a subsidy from the Dominion Government for the Miramichi Valley Railway, and the Central, was well attended and was enthusiastic. The meeting was, of course, of one opinion—that these important lines should be subsidized, and resolutions were passed calling upon our representative at Ottawa; who has as yet not been able to exert that powerful influence on the Government which in his election card he promised he would to secure the subsidy, to take some immediate action, and a committee was appointed to proceed to Ottawa to impress upon the government the necessity of granting the subsidy. That Committee expect to leave for Ottawa this afternoon, and we have no doubt but that they will be successful in their efforts. The utter absurdity of sending a man like Mr. **Temple** to Ottawa must now be plain to the minds of the electorate. He has not been able to secure anything for us. While other Provinces were getting their millions and their thousands, New Brunswick received practically nothing, and it is due just to such a class of Government sycophants as we have sent to Ottawa, is it not humiliating to a county to be compelled to send a delegation to Ottawa to do a representatives work.

Miramichi Advance

Feb 14, 1884

Editors says in piece on Valley Railroad (Canada Eastern Railway) "the defunct company, under the guidance of its subsidized "President," stood like a block in the way of Mister Gibson in 1875; from that time up to 1883 it did nothing but make a survey, the cost of which it gathered chiefly among the friends of the southern route by passing round the hat; it went empty-handed to Fredericton after the survey was made, and asked for a contract which it took care not to be in a position to receive; it let a subsidy of \$5,000 a mile slip through its fingers, and it stood idly by and saw all of the \$3,000 a mile subsidy, save enough for 80 miles, absorbed by other and more enterprising companies last summer."

Those who desire to see the Miramichi Valley Railway constructed and are, at the same time, still assisting Messrs. Call, Adams and Park against the Northern and Western Company do not, perhaps, fully realize what their efforts, if successful, will bring about. We say, in all seriousness, that the man who assists the gentleman named in their present crusade against Company is an enemy to Northumberland and striving against her present and future well being. We state and challenge the gentlemen named to deny if they can:

1. That the company of which Mister Gibson is President has a duly executed contract with the government for the construction of the road.

2. That it is the only Company in existence that, for seven years, can have such contract.

3. That the contract is made under the Company's Act of Incorporation, the Subsidy Act of 1882 and any legislation that may be had hereafter in reference to the Valley Railway.

4. That, having caused a through survey of the proposed routes on both sides of the Miramichi between Bartholomew river and the Intercolonial Railway, to be made, the Company has decided to build by the south side, and that, in no case, can they be induced to build by the north-side route and make the junction with the Intercolonial Railway between the Miramichi Railway bridges.

5. That in the event of not securing the legislation necessary (that is, the restoration to the Subsidy Act of the provision for a junction with the Intercolonial in the parish of Nelson) the Company will not build the road at all.

6. That if the people of the up-river Parishes, whose interests are to be promoted even more by the south than the north side, route, choose to assist Messrs. Call and Co., in their efforts to thwart the Company in obtaining the legislation they require, they will be, virtually, taking the ground that they would rather not see the road built at all. . . . If the present Company is obliged, for want of necessary legislation, to hold their contract for seven years without building the road, their powers will then have ceased and even the subsidy of \$3,000 a mile will not be available (under the Facility Act.). (Apparently a Newcastle faction at work, which wants the line built on the north side of the Miramichi?)

Miramichi Advance

Feb 21, 1884

The Valley Railway!!

At a recent meeting of rate payers, resolved:

"That this meeting realize with regret the failure of a Company said to have been formed in 1875 to secure a contract and proceed with the construction of the Northern and Western or Miramichi Valley Railway when a subsidy of \$5,000 a mile was available therefore under the subsidy act of 1874, and learns with equal regret that in 1882, when the Subsidy Act for that year was passed the intention of the original promoters of the road was changed and for the first time in the history of the project the junction of the line with the Intercolonial was placed exclusively on the north side of the Southwest Miramichi, instead of on the south side in the Parish of Nelson so as to form a continuous line with the Chatham Branch Railway and run to a deep water terminus as far down the Miramichi as possible where we believe and earnestly contend the terminus of said railway should be.

Resolved, that if the said Railway should be built so as to join the Intercolonial

resolved, that if the said Railway should be built so as to join the Intercolonial Railway between the Southwest and Northwest Miramichi Rivers, as contemplated in the Subsidy Act of 1882, its utility will be very much impaired for both local and through traffic, the line by the south, or Nelson Parish route being as convenient as the other for upriver traffic, while it is indispensable if the interests of the largest and most populous parishes are not to be ignored.

Resolved, that we have learned with satisfaction that the Northern and Western Company have secured a contract with the government for the construction of the said Railway, have caused survey's to be made on both sides of the river by competent engineers and decided to commence construction as soon as the provisions of the existing Subsidy Act as to route are made consistent with their Act of Incorporation and all legislation on the subject up to the year of 1882 . . . [and Company should not commit to the Derby terminus]

Miramichi Advance

March 6, 1884

The Company now empowered, in express terms by Act of Assembly, and which has entered into a contract with the government to build the road from Chatham or Chatham Junction or some point in the parishes of Derby or South Esk . . . has been desirous of having the provision for the junction with the Intercolonial Railway in Nelson, as it was in the Subsidy Act of 1874, restored to that of 1882, by way of amendment, and it is on this one single point—the restoration of the words, “or Nelson,” to the Subsidy Act, that all the discussion has arisen and the contention between the gentlemen referred to and the Company has been carried on.

Gleaner Reporter

April 9, 1884

List of railway subsidies for New Brunswick by Dominion government. Miramichi Valley Railway gets \$3,200 per mile from Fredericton to Miramichi River, being about \$128,000.

York Gleaner

April 9, 1884

Miramichi Valley Defeated by its Professed Friends

The Railway subsidy news from Ottawa, which appears in another column, is very discouraging as to the Miramichi Valley Road. The Government have, it seems, concluded to lend themselves to furthering the views of their hot-headed supporters of Newcastle regardless of the general interests of the line, and our private advices from Ottawa, confirm this view. The subsidy of \$3,200 per mile, from Newcastle to McLaggan's mill, granted last year, has been withdrawn, and in lieu of it subsidy of \$3,000 for forty miles from Fredericton, equal to \$128,000 in the whole, has been granted, and the Government undertakes to build as a Government work about fifteen miles from Indian town to Newcastle (or Derby Siding which is the same thing) at a cost of \$140,000. The effect of this, if accepted and acted upon, would be to have the road built from Fredericton to the Miramichi River about Boiestown, and then leave a gap of 47 miles to Indiantown. A striking feature of the proposal, is the mentioning of Fredericton instead of St. Mary's, which, if literally meant, would have the effect of killing the enterprise outright, because it would involve the building of a railway bridge over the river at Fredericton, which alone would cost more than the amount granted, before any subsidy would be receivable.

This is the result of the boastful promises of our new representative, as to what he was going to do and secure for the Miramichi Valley Railway, but it may be some consolation to his friends to know that Mr. Temple has not done so badly for himself, as he appears to have secured a subsidy of \$170,000 a year for fifteen years for the Short Line Railway, in which he has obtained some interest and been made a director.

We have not more time today to deal with this important subject. It is clear to us, however, that Mr. Temple and his railway associates, has succeeded in killing the Miramichi Valley R.R., the line which is of such vast importance to the county and all its interests, and we are very much mistaken if Mr. Temple will not at the next

its interests, and we are very much mistaken if Mr. Temple will not at the next election, which is not far off, have cause to regret the attention he has given to his own interests to the sacrifice of every other interest in this county.

Fredericton as a Railway Center

It is reasonable to anticipate that in a few years Fredericton will be a converging point for five lines of railway, viz: the N. B. Railway to St. John, the Short Line to the West, the N. B. Railway to Edmundston, and Aroostook and possibly to Quebec, the Miramichi Valley R. R., and the Short Line to the East or the Central Railway. There will then be no part of the Province at a greater distance than a day's journey from Fredericton, and the arrival and departure of trains will be nearly constant. All of these line will have important terminal connections, not one of them being a local line in the strict acceptation of the term. What effect will this have on the business of the city? This is a question which all our citizens are interested in.

Apart from any commercial or manufacturing developments incident to the central position of Fredericton the addition to the population of the men employed in and about these railway will be no mean factor in the city's prosperity, but it would be a mistake which we can scarcely imagine our people will commit to make no especial effort to profit by the advantages of our position.

As a distributing centre for all kinds of trade Fredericton will have singularly excellent facilities. During seven months of the year the river affords a highway by which a direct trade can be done between this city and the West Indies. Vessels quite large enough for that trade can come to our wharves readily. Of northern produce the West Indies purchase largely. Among the lines for which there is a demand there we may mention fish, butter, wood goods, hay, preserved meats, and almost every variety of manufactures. Over the lines of railway above mentioned, a constant supply of the articles might be concentrated in this city and shipped direct to the West Indies, a return cargo of the products of the tropics being brought back. In this way our city might become the headquarters of a large trade in domestic and tropical products, as not only would our means of reaching every nook and corner of the Province be most excellent, but we would have the advantage of our railway connections direct to Montreal or Quebec.

There are already in this city and vicinity several industrial establishments which will serve as the nucleus of this possible trade. First, of course if the great Marysville cotton mill which instead of being out of the way, as some people have said, will have the choice of three important through lines of railway as a means of exit. Then we have the tanneries, the New Brunswick and other foundries, Risteen and Co.'s and other wood factories, and so on. It is reasonable to anticipate that as such of these industries as have already been in operation have been successfully carried on, the improved means of access to outside markets will have a tendency to render them more profitable, and lead to their enlargement.

The mere fact that trains will come to Fredericton direct from all parts of the Province will naturally lead buyers and sellers of goods to carry a venture in this market. There is no sentiment in trade. It settles into those channels which are best adapted for it. And if Fredericton merchants can show traders that they can do a little better by purchasing or selling here than elsewhere the commercial future of the city will be assured. This is the whole question of trade development in a nutshell. If a buyer wants one or one thousand barrels of flour and he can by purchasing in Fredericton have the good delivered where he wants them cheaper than he can by buying anywhere else, he will buy in Fredericton. And so with the man who has produce to sell. If he can get more money out of it by disposing of it here than elsewhere this is the market he will seek. Our point, therefore, is that as the railways, existing and projected, will give this city exceptional advantages in the matter of freighting goods to all sections of the Province, not the least of which is quick transportation, our business men ought to place themselves in such a position as to be able to wholesale goods as cheaply as those of any other city and as extensively as the trade will be likely to demand as well as to buy domestic produce of all kinds in any quantity. It is time now for everybody to begin to look ahead so as to be prepared to realize, the benefits which will attach to our altered position, for we open these lines on the supposition that in a few years, two or three at the most, five lines of railway will radiate from Fredericton. giving us the readiest access to all parts of the province and

direct connection with the chief cities of the dominion.

The above was in type before we were aware of the Dominion Government's action in regard to the Miramichi Valley Road.

Miramichi Valley Railway
(Special to the Gleaner)

Ottawa, April 8. Only forty miles of Miramichi Railway are subsidized. Last year's subsidy has been withdrawn, and Government line, north of river, to be built, seems likely to lead to defeat of whole project. This is not what York or the company wanted.

York Gleaner

April 16, 1884

The Miramichi Valley Railway

It is a most unfortunate circumstance that the subsidy to the Miramichi Valley Railway has been given in such a way that the construction of that line, under the present arrangement, is altogether improbable. Only one company was prepared to build the road, and that was the Northern and Western, of which Mr. Gibson is President. They have gone to a large outlay for surveys, and have purchased a considerable portion of the rails required, and intended to proceed immediately and build it from the bank of the St. John, opposite this city, to Chatham Junction. They would probably have acquired the Chatham Branch, or at least running powers over it, and there would thus have been, within a few years, a complete and independent line of railway from this city to an ocean terminus at Chatham. A knowledge of the character of the country and the wishes of the majority of the people of Northumberland led the Company to prefer the south shore of the Miramichi to the north shore, and the necessary legislation was obtained this year to enable a change of route to be made. In aid of construction, the Company had at its disposal the Dominion subsidy, granted last session, of \$102,400, and the unappropriated portion of the Provincial subsidy, which would probably amount to \$210,000. It was hoped that a subsidy could be procured from the Dominion Government for the portion of the line not covered by the previous subsidy, say 73 miles or \$233,000. This would have made available, altogether, \$546,000 of subsidies, certainly not an extravagant bonus for 105 miles of road, seeing that the Dominion Government puts \$140,000 in its estimate to build between 13 and 14 miles, on the north side of the Miramichi, as a Government work. Private enterprise was expected to supplement the subsidies, and the business, which an independent through line could control, would have rendered the raising of the funds necessary to complete the road comparatively easy. But under the bargain, got up in a hole and corner fashion by Mr. Peter Mitchell and Mr. Thomas Temple, the aid to the Company is reduced to \$338,000 including both local and Dominion subsidies, and the Company has either to abandon the idea of a through line, or else build parallel to a competing line to be constructed by the Government. But it may be asked: Why not the Company build to Indiantown, and there connect with the Government road? Two reasons may be given why this cannot be done. In the first place the subsidy at the disposal of the Company is inadequate, as it would be less than \$4,000 per mile; or if the road is to start from the western side of the St. John, it would be taking into account the Company's proportion of the cost of a bridge, not more than \$2,500 per mile. In the second place the commercial value of the road would be lessened, because the Government road would receive a portion of the earnings on all through business and more than one half the coal trade of the eastern end of the line, where the local business would be better than in any other section. It will thus be seen that the position of the company is radically altered by the new arrangement.

Nor is the change in the interests of economy, but the reverse. The withdrawal of the subsidy to the eastern end of the road and the substitution of \$140,000 for a Government road, is an expenditure of \$37,000 more to obtain 14 miles of road, in a section where it is not wanted, than was necessary to secure at least 32 miles of road through a district where it could be seen with some prospect of a return for the money invested.

We have said that the bargain was a hole and corner, one, and the statement

cannot be denied. It came upon the astonished public like a clap of thunder out of a clear sky. No one appears to have been consulted. A member of the Company was actually in England completing a purchase of rails, for the road, when, without a moment's notice, the whole project received its coup de grace at the hands of men who had pledged themselves to its advancement. Not one word has been said, or can be said in favor of the new bargain. It is a scandalous waste of public money; it is a serious disappointment to a large and important section of the country. After all that has been said and one and written, the Miramichi Valley Railway project dies, strangled by its own professed friends.

The "Reporter's" Conclusions

Our contemporary of the blushing countenance, the dear, delightful, silly old *Reporter*, has come to the conclusion that the \$150,000 to be paid the Province on account of Eastern Extension, the small grant for dredging the St. John, and all the recent railway subsidies are due to Thomas Temple, M. P. for the time being. What a funny old creature it is, just to get such a notion into its head, and then to think anybody else will believe in it. We don't believe Mr. Temple knows what the Eastern Extension claim is for, and it is certain that he never moved hand or foot to secure it. If any New Brunswick member is entitled to credit in that connection, Mr. Charles Burpee, of Sunbury, is the man. As for the grant for the river, several grants were made in Mr. Pickard's time, and we do not remember that the *Reporter* even said that the fact that he obtained them gave him any claim upon the people of York. As for the railways, after the snub which Sir Charles Tupper gave Mr. Temple's pretensions, and after the way in which the temporary M. P. for York, and Mr. Peter Mitchell have bungled the Miramichi subsidy, the less said about the what Mr. Temple has done the better. But say sour aforesaid contemporary, speaking of the Miramichi railway, "If the present company cannot build it, possibly some other company may." Talk is cheap, most amusing contemporary, but it takes money to build railways, and not only is there no other company which proposes to build this railway than Mr. Gibson's company, but no other will be organized, and our contemporary knows it.

Miramichi Advance

May 22, 1884

Miramichi Valley Railroad

Our reference of last week to the Miramichi Valley Railway prepared our readers for the announcement which we now have the pleasure of making, that the Northern and Western Railway Company have closed a contract for the construction of their line and that the contractors—Messrs. Glendenning and Ruel—of York have commenced operations on the first section, which extends from Chatham Junction to Doyle's Brook, on the south side of the SW Miramichi, some 3 miles below Indiantown. Under their agreement the portion of the Railway between Chatham junction and the crossing of the Southwest near Bartholomew River is to be finished before next winter sets in, while, at least, the same mileage is to be put under construction and be made ready for the rails by the same time, at the Fredericton end.

Also a bridge to span Sw Miramichi between Nelson and Derby parishes – 1600 feet.

York Gleaner

May 28, 1884

Miramichi Valley Railway

The Work Commenced by Messrs. Glendenning and Ruel
(Special to Gleaner)

Chatham, May 22. Messrs. Glendenning of our County, have commenced operations on the first section of the Miramichi Valley Railway, which extends from Chatham Junction to Doyle's Brook, on the south side of the S. W. Miramichi, some three miles below Indiantown. Under their agreement the portion of the railway between Chatham Junction and the crossing of the Southwest near Bartholomew river is to be finished before next winter sets in, while at least the same mileage is to be put under

construction, and made ready for the rails by the same time, at the Fredericton end.

Reporter

May 31, 1884

Miramichi Valley Railway

Work has been begun in earnest at the Miramichi end of the Valley Railway, and the contractors advertise for seven hundred men to whom steady work is guaranteed until December. Speaking of the work the Advance says:

Grading was begun on the Miramichi Valley Railway on Saturday morning about half a mile from Barnaby River, at a point where the line crosses the highway and runs directly for Chatham Junction. Mr. Ruel and staff have about finished the locating of the first section of the line and removed their head quarters from Cushman's further up river. After the engineer's preparations for grading are completed on the first ten miles he is to proceed to Fredericton and locate the first section there so that grading may be begun at that end also.

Messrs. Glendenning and Ruel have sublet the construction of the first ten miles from the Chatham Junction crossing of the ICR to Doyle's Brook, to Messrs. Brewer and Perley, an experienced firm of railway builders who were contractors for several sections of the Rivière du Loup road. Their contract includes the grading of the whole section and building of Barnaby River and other bridges, culverts, etc. A member of our staff visited the works on Saturday last and found grading had commenced that day. Mr. Edward Johnston, Messrs. Brewer and Perley's foremen, said they did not find as many men applying for work as they had expected. They had work for several hundred and desired the friends of the road to send men along. Steady men will have continuous employment for six months, at least.

York Gleaner

June 15, 1884

Railway News

Twenty Miles of Railway to be Built up the Nashwaak this Year.

The survey of the Central to be Begun on Saturday and the work of Construction at an Early Day.

The Miramichi Valley Road

At the meeting of the Directors of the Northern and Western Railway held Wednesday an order was made for the purchase of rolling stock and plant to be used in the construction of the road up the Nashwaak Valley, and Mr. Snowball was authorized to make the necessary purchases. These will include a number of flat cars and one or more locomotives. Mr. Snowball reported that he had negotiations in progress for the shipment of a cargo of rails to Saint John immediately. All the necessary financial arrangement having been made work on the western end of the road will probably be begun at once, and 20 miles of the road be constructed before snow flies. The railway starting near the Gibson Tannery will cross the road to Marysville a short distance from Mr. McConnell's residence and recross it again near the residence of Mrs. John Gibson, and pass directly in front of the store at Marysville. Seeing that this line of railway will be confined altogether to the Miramichi and Nashwaak Valleys and the watershed between them, and considering that there is a Northern and Western Railway already the Company would do well to get legislative authority to change the name and call the road the Miramichi and Nashwaak Railway, a capital name with a business and home-like sound to it.

The work of surveying the Central Railway will be begun on Saturday by two parties in charge of Mr. Moses Burpee, which will start from the head of Grand Lake, one party towards the ICR and the other towards Fredericton. . .

Miramichi Advance

June 26, 1884

The section between Marysville and Cross Creek will be built this year. The rails required to complete the track between Chatham Junction and a point five or six miles above McLaggan's at this end of the line, and between Marysville and Cross Creek, at the other end, are now en route and will be on the ground promptly. Nearly 500 tons are at Chatham Station, 2,000 tons now on the S. S. Hector, bound for Miramichi, and

nearly 2,000 loading on board the S. S. Fallosen at Barrow, England.

York Gleaner

July 2, 1884

The Miramichi Valley Railway

A Preliminary Survey from Gibson to Boiestown Completed

Mr.

Maxwell has returned from the preliminary survey of the Miramichi Valley Railway. This survey was in charge of Mr. Ruel, who ran the line from Gibson up the Nashwaak a distance of 20 miles. Mr. Maxwell then began at the Boiestown end and came west, while Mr. Ruel continued on towards the east. The former surveyed 14 miles and the latter 11 in addition to the first 20, which makes the distance to Boiestown by the proposed line 45 miles. Plans of the route are now being prepared with the greatest possible speed, and when they are completed they will be forwarded at once to Ottawa, and as soon as they are approved of the contract will be signed so as to secure the subsidy.

Work will be begun very soon, and pushed on rapidly. Just how much work will be done this year will depend somewhat upon how soon operations can be undertaken, but probably upwards of 20 miles of road will be built before snow flies. It will not probably be possible to go up by rail to the Stanley Fair; but it will be possible, there is little doubt, for the Stanley people to come down in the cars, if they want to, to do their Christmas marketing.

The character of the route along the line as surveyed is of average difficulty. It is not as easy a road to build as some that have been constructed in the province, nor as difficult as others. But the Company which have it in hand means business, and small as the subsidies are, will carry on the work to a successful issue. The eastern end of the road is much easier than the portion west of Boiestown.

Miramichi Valley Railway

Mr. Bright, C. E., on behalf of the Dominion Government Railway Department, visited Chatham on Tuesday of last week and, accompanied by a number of stockholders of the Northern and Western Company, and others, examined the proposed crossing of the Valley Railway at Chatham junction. The crossing is, as nearly as possible, at right angles with the ICR and on a level therewith. Mr. Bright expressed himself well satisfied with the location and character of the work. The distance from the Junction station building to the line of the Valley Road is about 500 feet, and when the latter is in operation the Junction will be quite an important railway centre.

The rails are being laid on this end of the railway, commencing at the end of the Chatham Branch, and would have been now laid across the ICR but for the delay necessitated by the Dominion Government's action in not sooner approving of the crossing, as provided by the General Railway Act. Those who visit the works along the line express surprise at the great progress being made with the grading, and we think it is safe to claim that since the Company took hold of the enterprise, it has done more real work than any other similar organization in the Canada in the same time.—Advance

York Gleaner

July 16, 1884

The rails of the Miramichi Valley Railway have been laid across the ICR at Chatham Junction. Track laying will be pushed to Barnaby River.

York Gleaner

July 23, 1884

Miramichi Valley Railway

Since the first sod was turned on Monday last, operations are being pushed forward with marked vigor. Two crews, consisting of 40 men altogether, are now at work on

the road, and the contractor expects to have 100 men employed before the week is ended. One crew of men is at work near the Railway Extension Wharf, while the other is excavating about 100 rods further up the line. Mr. Hallet expects to have a shanty erected in a short time for the accommodation of the men. Mr. Alfred Haines, the foreman of the railway wharf, has a crew of 75 men at work on the wharf, which he intends to have completed in three weeks time. The wharf extends 500 feet in the river, and will be 80 feet in width across the top when finished. It is now within six feet of the required height. Mr. Gibson, who gives the work his personal supervision, has directed Mr. Haines to have the other portion of the wharf completed next Thursday, when the steel rails for the road are expected to arrive. The foremen of all the crews have orders to push on the work as rapidly as possible. About 1000 sleepers for the road were landed at Gibson on Thursday.

Grading is being pushed along rapidly both on the Miramichi Railway wharf and the grading of the road. Four wood boats are now discharging rails and fish plates at the wharf. Another boat load started from Saint John, but was lost overboard near Taylor Town. As the rails are in only about 12 feet of water they will be recovered. There were about 100 tons in the lot.

Excavations are being made in front of the Marysville church and also in the bluff on the road side, a short distance below Mr. Gibson's residence. About 200 men are at work.

Reporter

Aug 16, 1884

The Miramichi Valley

Engine No. 8, of the New Brunswick line, was switched on this road on Tuesday evening last, and was run slowly up to Marysville. As the road has not been ballasted yet, the train which consisted of the engineer and three cars of machinery for the factory, was run very carefully. The cars were loaded with brick for the return trip. [the factory must be the cotton mill]

York Gleaner

Aug 20, 1884

In Four Weeks Time

In four weeks from the turning of the first sod on the Miramichi Valley Railway a train of cars ran over the road to Marysville, carrying machinery for the Cotton Mill, and the Miramichi Valley Railway has become a reality. From present indications we may almost be able to take a ride by rail to the Stanley Fair. The energy with which Mr. Gibson has grappled with this work would be surprising in anybody else; but the public have become so used to hearing of his astonishing methods of doing business that they content themselves with wondering what he is going to do next. There may be some people who fancy that this railway is being built out of the Dominion subsidy of \$3,200 per mile but it is not. Not one dollar of the subsidy has been paid, and while the Railway Department and Mr. Temple are haggling over the matter Mr. Gibson is building the road.

The road from Gibson to Marysville is of medium difficulty, there being several extensive cuttings and fillings. A few years ago and the construction of three such miles of railway would have been considered quite a work.

The first trip over the road was, let us hope, auspicious of its future. A new railway carrying machinery for a new enterprise—there is not much wonder that when the whistle of the locomotive awakened the echoes around Marysville more than a flutter of excitement passed over the village. Progress is stamped upon everything in that fortunate locality. It is today in one sense the greatest business center in the Province, and it bids fair to be so in another sense before long. From a certain cozy library, looking out upon a well-kept lawn adorned with handsome hedges and trees, go out messages which effect the lumber market of New Brunswick, and even Great Britain; and it may be that in a year or two from the same homelike retreat word will go forth to which the cotton market all over the Dominion will respond.

Gleaner

Aug 20, 1884

Aug 20, 1884

Bridge Building on the Miramichi Valley

The Nashwaak is being bridged about a mile and a half above Marysville for the Valley Railway. Messrs. James Merrithew and I. Chase have the contract. The bridge is a wooden structure and will be 350 feet long and 20 feet high. One pier is already completed. Work commenced last Thursday on the stone bridge to be built across the mouth of the Penniac stream.

The Miramichi Railway

The Miramichi Railway trains from Marysville bring down daily a load of bricks, which are being shipped to Woodstock, where they are being used in the new county building now being put up there. This brick trade will likely become an important industry.

Rails are now laid to the front of Mr. Gibson's store. It is expected that an accommodation train will soon be run to and from Gibson. A large force of men is at work along the line of the road for about 12 miles. Work upon the railway here from the Nashwaak will be soon begun.

Reporter

Aug 23, 1884

Engines for the Valley Line

Two engines recently purchased from the Intercolonial for the Northern and Western, have been repaired at the Chatham station and one of them has been sent forward to Fredericton for use on the other end of the line.—World

Ho! For Gibson

Arrangements have been concluded for holding a grand Picnic Excursion at Gibson on Tuesday next, including a genuine autumn dinner and Tea under Canvas on Macklin's grounds adjoining the church. The steamer "May Queen" has been chartered to carry an excursion party from St. John, leaving that city at 7 o'clock, am, and will arrive at the Railway wharf at 1 pm. Dinner will be served immediately on arrival of Steamer and tea will be ready before 6 o'clock pm. Rev. J. Sellar, the energetic pastor, is the moving spirit in the undertaking and this announcement will be sufficient to enable the city friends to anticipate a rare day's pleasure in Gibson. Come over and help us" said prominent members of the Committee to a number of friends the other day, as the proceeds are to be devoted to furnishing the parsonage. Such an appeal will no doubt receive a generous response. If satisfactory arrangements can be made an excursion train on the Miramichi Valley Railway will carry excursionists to the Marysville cotton mill. Special reduced fare on ferryboat on the occasion.

Gleaner

Sept 3, 1884

Arrival of the locomotive

The locomotive for the Miramichi Valley Railway arrived at Gibson on Saturday on Monday.

Gleaner

Sept 3, 1884

The Indiantown Branch

The announcement that the contract for building the Indiantown branch of the ICR has been awarded to Mr. J. B. Snowball, came like a thunderclap upon the ear of the opponents of the Miramichi Valley Railway. To think that after all their planning and wire pulling they should have been so easily outwitted by the men they were trying to worry and annoy was about as nauseous as a dose as they cared to swallow. Some of them would not believe the report. They said it was "a Grit lie;" but now that it is found out to be true they wanted to get somewhere into the woods and lick themselves. They vow that the branch shall never be built. Rather than Snowball should build the road, Indiantown and all its belongings may sink into the bottom of the Miramichi. But they are crying out in vain. They are powerless to stop Mr. Snowball and his associates from going on under their contract and making a few thousand dollars to put into the Miramichi Railway. Oh, but Mr. Adams and his fellow schemers are clever fellows—clever in threats, clever in plans, only not every clever

sceniers are clever fellows—clever in threats, clever in plans, only not every clever in execution. There is in Fredericton a gentleman who is very much disgusted over the course things have taken. He did not tender for the work himself; but he knew a man who did, and the man who did and he were not likely to disagree about dividing the profits. It is beginning to dawn upon this worthy gentleman that “the best laid plans of mice and men gang aft a-glee.” We wonder if he wont want to vote next winter to have the building of the branch postponed sine die.

Reporter

Sept 27, 1884

The Miramichi Valley Railway

The Miramichi Valley Railway is being pushed along with unabated vigor. Work is going on upon every mile of the twenty between Chatham Junction and the Southwest at Blackville and the prospects of trains running to that point this season are excellent. The Barnaby River Bridge will be fit for crossing in a few days, when track-laying will be proceeded with rapidly over the remainder of the first ten miles now fully graded, as well as the second ten which will also be graded and ready for rails by the middle of November. Meanwhile, gratifying reports of the progress being made at the Fredericton end of the line are received and it is now the intention of the Company—should the Dominion subsidy be secured—to push the whole line through by the fall of 1885.—Advance.

Reporter

Oct. 4, 1884

Railway Meeting at Stanley

In obedience to notice, the rate payers of Stanley assembled at the village held on Tuesday evening for the purpose of discussing railway matters pertaining particularly to the Parish and Village of Stanley. The meeting was a large and representative one. The most influential men from all parts of the parish were present.

The object of this meeting was to devise some means by which the Valley Railway might be brought into the village, instead of passing by at Cross Creek. The place called Cross Creek is situated down the Nashwaak River from Stanley about five miles, and by the present surveys Cross Creek is the nearest point of the Miramichi Railway to Stanley. They claim that the advantage gained by putting the road past Stanley would soon recompense the company.

The meeting was called to order and Mr. B. McMinnamin elected chairman, who, in a brief speech, explained the object of the meeting. Enthusiastic speeches upon the subject were made by Rev. Messrs. Mullin and Parlee and Messrs. Fullerton, Currie, Howe, Fraser, Gilmore, Douglas and a number of others, all of whom agreed that the road should be brought closer to Stanley, and that no effort of the people should be neglected that might effect the desired object. It appeared to be unanimous that the company would be given right of way and the expenses of the preliminary survey provided for. After a long and enthusiastic discussion, it was decided to send a delegation to the city, who were instructed to wait upon the president of the railway, Mr. Alex. Gibson, and also to call upon the Executive of the local Government an Mr. Temple, MP, and obtain their several views, and then report back to an adjourned meeting, when further action could be taken.

The delegates appointed were Capt. W. Howe, B. McMinnamin and Donald Fullerton. These gentlemen were in town today.

This forenoon they had an interview with Mr. Gibson, who received them very cordially, promised to give the matter his best consideration, and appeared to favor the road passing through Stanley.—Capital 3rd.

Reporter

Oct 22, 1884

The Valley Railroad

The Barnaby River bridge on the Northern and Western Railway is completed and railed, and the work of tracklaying will go on rapidly. The bridge is of wood, and consists of two spans of 167 feet each. It cost about 10,000. An iron structure on stone piers would have cost about 25,000. An engine ran over the bridge on Tuesday, at the rate of 20 miles an hour, and the structure was found to be perfectly satisfactory. Ten

... miles of roadbed are graded, ready for the rails, and another ten miles are in a forward state. Work is going on along the whole line of the Indiantown Branch, and the force engaged on it is growing larger day by day. The contracts are nearly all for sections of one or two miles.—World.

Reporter

Jan 17, 1885

An Important Event

On Thursday last Alex. Gibson opened the steam valve connecting boiler and engine of the mammoth cotton mill at Marysville, and without the slightest jar the engine and machinery were for the first time in motion.

Reporter

Aug 1, 1885

The length of road on which trains can run now between Chatham and Fredericton including the Chatham branch is about sixty miles. Grading is being carried on between the finished portion at Blackville and that at Cross Creek—some five hundred men being at work thereon, including the force on the masonry of the piers and abutments for the bridge across the Southwest Miramichi below Doctor's Islands. The superstructure of this bridge is all ready to put together as soon as the masonry is completed. Steel rails, fish plates, etc., sufficient to complete the whole line are now in the Company's yards at Gibson and Chatham, with exception of one cargo now in transit, while the rolling-stock already purchased and on the line is sufficient for carrying on the work of construction and the traffic of the road when the whole is opened therefore. The condition and prospects of the enterprise, are, therefore, excellent, and no railway in the Province has ever been pushed more vigorously in its construction or been less affected by the obstacles placed in its way than the Northern and Western.—Chatham Advance.

Miramichi Advance

Jan 7, 1886

Daily trains running between Chatham and Blackville, and Fredericton and Boiestown

Miramichi Advance

Jan 14, 1886

Saint John Telegraph

By Rail to Blackville

The opening of the Northern and Western Railway from Chatham to Blackville, a full and interesting account of which is furnished in other columns, marks an important era in the history of this work. Early in the approaching summer it is hoped to have the gap closed up, and through communication by rail supplied from Fredericton to the North shore. Great credit is due to the energetic promoters of the work for the rapid and yet thorough manner in which the construction has been carried on, in the face of many difficulties.

The new line opens with a good freight business in transporting supplies and merchandise of all kinds to the lumber camps and merchants up the Miramichi river and its branches, saving twenty to thirty miles of teaming from Derby siding of the Intercolonial Railway and Chatham station and town, the former headquarters of team transport service for some 50,000,000 feet of logging operations. When opened throughout the line promises to have a capital traffic in both freight and passe

Miramichi Advance

June 3, 1886

A Trip Over the Northern and Western Railway to Boiestown

(By a Correspondent)

Fredericton, May 28

Monday last, the 24th, being the Queen's birthday, the writer took a trip over this road as far as Boiestown. Leaving Gibson station at 8 am with a goodly passenger list (among whom were a number of disciples of Isaac Walton with line and hook bound for the haunts of the finny tribe) the thriving village of Marysville was soon reached,

where our passenger list was largely augmented. About a mile and a half above Marysville the road crosses to the eastern side of the Nashwaak stream, which is spanned by a substantial bridge of the Howe truss pattern. All of the bridges so far on this road are of that pattern except that at Burnt Land Brook, which is known as the Bedstead Howe Truss. This bridge is 515 feet long, and was completed on Saturday last, and the rails partly laid on Monday.

The road from the mouth of the Tay skirts some of the finest farms, and the scenery along the line to Cross Creek is grand. From the latter place to Boiestown the railroad runs through some splendidly wooded land. The track from Cross Creek to Boiestown, with the exception of three and a half miles at the Boiestown end of the road, is well ballasted, and driver George Logan showed it by the rapid manner in which he made our train glide along the rails. The smoothness of the road was remarked by a number of the excursionists. At noon we reached Boiestown, which is at present quite a stirring place, and contains four stores, the proprietors of which stated that business is very good and hail with delight the completion of the road to that place. A handsome station house, 26 x 42, has just been completed; adjoining the same is a large freight house. A ballast train, with a crew of over fifty men, are engaged in ballasting the track near the station. The head of the corporation drive, consisting of Messrs. Richard's, Smith's, Lynch's and others, was at Boiestown, the distance from that place to the boom down the South West Miramichi being about seventy miles. The flag stations along the line are painted a light drab, and are neat and tasty, reflecting much credit on the company.

At 1 o'clock "all aboard" was heard and we were off for Gibson, which was reached at 4:30 o'clock. The fishing along the line cannot be beaten; and fishermen contemplating a trip should make a note of this. Superintendent Hoben accompanied the excursion party to Boiestown and return.

Miramichi Advance

July 29, 1886

Gleaner 20th

The Northern and Western Railway

Trip over this Fine Line of Railway

Yesterday the passenger train from Gibson on the Northern and Western Railway went to the end of the track, or to say, or to within five miles of Doaktown. Mister Gibson, accompanied by Mr. Lugin and Superintendent Hoban, walked along the track about two miles further, or as far as Nelson's Hollow, where there is a large "fill" and quite an important bridge. Owing to delays caused by the construction train, and by the large quantities of freight had to be hauled, considerable time was lost, but the usual running time for the fifty odd miles was not much over two hours. At time a speed of over thirty miles an hour was maintained for considerable distances, the condition of the road being such that it will permit of a high a rate of speed being made over it as can be made on any road in the province. Indeed there is no finer roadbed anywhere than is to be found from the Portage road to Doaktown. The work is of the heaviest character. Immense quantities of rock have been removed and long embankments made. The latter are of the best possible material, consisting principally of gravel or broken rock. They are wide and splendidly laid up, their sides and the sides of the cutting being dressed to a regular slope. Along the Taxis, where the railway is a long distance above the water, affording a magnificent view from the car windows, the rock cuttings are very striking. Descending into Boiestown the road passes over a long "fill" to the station, which is a neat building like that at Marysville. There is a commodious freight house here. At Boiestown signs of improvement are observable. A large building intended for a store and hotel is being erected near the station, and some of the villagers are repairing their premises. **There is a prospect that Boiestown may become a centre of considerable importance. Speaking of improvements these are more marked along the Nashwaak Valley than anywhere else, the amount of building which is carried on being quite remarkable. No doubt a new era has dawned for all this section of country.** Under enlightened and progressive management, the Northern and Western Railway will develop the splendid resources of all this central country, through which it is impossible to make even a flying trip without being impressed with its vast capabilities. Today along this

railway, there are numerous chances where capital can be profitably invested and the right sort of men can make plenty of money. Marysville ought to be duplicated at Boiestown.

Between Boiestown and Doaktown the railway shows the same thoroughness of construction which marks it in the part already mentioned. The scenery is very fine and the appearance of the country most promising. Perhaps there are not so many indications of thrift as are to be found along the Nashwaak, but better times are in store for this section, when a market is offered for the vast supplies of hemlock, cedar and other lumber which are found on every hand. There is room along this railway for thousands of settlers who will find good soil, good markets and good means of communication. In no part of Canada is there a better opening for farmers. Judging from the appearance of the crops the adaptability of this section for farming is very great. Some of the finest possible hay is to be found upon the very summit of the highlands.

Mr. Snowball, his wife and daughter met the train at the end of the track. They left Chatham yesterday morning, and are probably the first person who have made the trip from Fredericton to Chatham in one day. They drove about twenty miles between the termini of the two sections of the road. Work is progressing very rapidly towards Doaktown. About half a mile of track is being laid and ballasted daily. There will be a day or two of delay on account of the heavy work at Nelson's Hollow, but if all goes well the rails will be laid from Gibson to Doaktown within a fortnight, the construction on this portion being done under Mister Gibson's direct supervision, and no by contract. There is a very large force of men employed and although they have only one engine to use for construction purposes, they are making surprising progress.

Miramichi Advance

Sept 2, 1886

From Chatham to Doaktown

A representative of the Advance enjoyed a run over the eastern division of the Northern and Western Railway on Saturday last, leaving Chatham Station a few minutes before seven o'clock in the morning. It is unnecessary to say that the condition of the road to be Junction—the Chatham Branch—was excellent. Indeed, it is doubtful if there is a better nine-mile section of railway in the province, the road-bed being very solid, the grades light, the curvature of the longest radii, and the rails of steel, new and **62 pounds to the yard**. Contrasting this road in its present condition with what it was when first opened, there is abundant evidence that in whatever else Chatham may have reason to reflect over **departed glory** it is not in the direction of her railway interests. Ten years ago (1876) the **Chatham Branch railway** was a tender subject with its friends. Like the through line to Fredericton of which it is, for all practical purposes a part, it was the outgrowth of the business requirements of the Miramichi, but as soon as it took form in legislation its interests were mixed up with those of our active politicians, who, having served their turn with it for all it was worth, left it on the hands of a company whose resources, as such, were nil and whose only workable function was the power to borrow—a power the exercise of which saved the government's credit, while it invited the sheriff and **led to the transfer of the road to the only hands that seemed capable of properly developing it.** (Snowball?)

It is an answer to these who are given to decrying the country to point to this little bit of railway—which, without its natural extension up the Miramichi Valley and thence via **Fredericton securing connection with the United States and upper provinces [through Grand Trunk?]**, by the shortest available route—having a connection with the Intercolonial Railway and yet showing the traffic returns—the best for its mileage in Canada—that it can now boast of. When it was opened less than ten years ago it was partially protected by a stake and pole fence built of materials picked up on the spot and over which a man could not climb without knocking it down. The rails on it were old iron ones loaned by the Dominion Government and off which it was almost a relief to passengers for the cars to run. The cars and engine too were second-hand and the whole road and equipment were too suggestive of the St. Andrews and St. Stephen railways before they were rescued from dilapidation by their present lessees.

With its post and rail or wire fencing, its well ballasted solid track of new heavy steel rails, its new engines and passenger cars and prompt and efficient train service, the Chatham railway is now the equal of any in the country and has a constantly brightening outlook. It is now only a independent road of nine miles with its separate management and interests, but it must soon be a part of the Northern and Western Railway, being, in fact, but a continuation of that line from Chatham Junction to keep water at the only point on the Miramichi where an independent deep water terminus can be secured.

Most of our readers, however, are acquainted with the Chatham railway to a greater or lesser extent, although it seems that few of them realize all the work that is being done by and in connection with it. For instance, we were agreeably surprised, while waiting for the train to start, to find quote a gang of men at work constructing cars at a workshop on the station grounds and on examining the cars—they were the ordinary flats—to find that they compared very favorably, in material and workmanship, with those made for the Intercolonial Railway and other railway. We have good mechanics here as well as good material in the way of woods, as well as the means of manufacturing it ready for conversion into railway cars or anything else we need. We have machine works and shops, foundries, etc., and it is well that our railway managers are recognizing the fact that the money it costs to make railway cars and many other things that were too often bought in Saint John and elsewhere, is much better spent in giving employment to our own people.

The Northern and Western rails join those of the Chatham road at the Junction and it is known to few besides those connected with the railway service where the one ends and the other begins. At all events, one is but a continuation of the other, the crossing of the Intercolonial Railway being as near a right angle one as possible and the line to Barnaby River—three miles from the Junction—being almost straight away or, in railway parlance, on a tangent. There is a platform at Barnaby for the accommodation of that settlement. The station or platform at Cushman's, and known as Derby Siding, is opposite the latter village, from which, as well as the country in the vicinity on this side of the river, quite an important traffic is enjoyed by that railway, the Derby quota being principally in bark which will, no doubt, always be continued by this route to a considerable extent, the Northern and Western Railway offering a much shorter mileage conveyance from the principal inland hemlock centres which supply the factory, than any other route. Passing up the line towards Blackville, the next station, is S. W. Boom, the headquarters of Miramichi log-booming operations, where from fifty to seventy-five millions feet of logs are rafted every season. Next is Chelmsford, near the well-known hostelry of Mr. Stephen Duthie, where the line crosses the highway and enters a finely wooded country in which there are two temporary stopping places, named respectively Doyle's Brook and Grey Rapid Siding. Along this part of the line clearing are already being made and the people from the settlement along the river, from a quarter of a mile to two miles away, are quite enthusiastic over the accommodation the railway affords them. As we went along on Saturday the poet-laureate of the district boarded the train with a lot of stuff from his garden and some fish from the Miramichi for the Blackville market and, like others, he was delighted over the new era opening up along the Southwest.

The line to Blackville is well constructed and well ballasted, if we except a short section of it above Doyle's Brook, which is, this week, being brought up to the mark. This time last year, when construction on that part was supposed to be about completed, it was quite a different road from that it is now, after superintendent Alcorn has been over it with his men. It is a road equal to any in New Brunswick and much better than the majority of them.

The Southwest is crossed by a two-span at Blackville. The structure is like that over Barnaby River, with this difference, that the track rests on the top chords at Barnaby while it is on the bottom Chords at Blackville. The center pier and shore abutments are of cut stone, the bridge a truss-girder of 150 feet spans the material being principally pitch pine and iron.

While at Blackville we learned that sub-contractor Maxwell was making rapid progress with the branch of the Northern and Western Railway that is to run by the North side of the and connect with the Indiantown Branch. The stone piers for the

Bartholomew, are in a forward state and the masonry first-class. There was a large quantity of freight on the train for Blackville and the bulk and variety of that already there and being hauled away would be quite surprising were it not for the fact that this is the place to which nearly all for up-river points yet goes—the line not being opened for regular traffic above Blackville. Mr. E. E. Sullivan is the station agent here and seems to be a very efficient and attentive officer.

The rails are laid all the way from Blackville to the river-bank at Doaktown and the ballasting is going on at a rapid rate. On Saturday the part unballasted was about eight miles, from Doaktown downwards, and there will be a first lift over that at the end of the present week.

It is somewhat remarkable that while it is very difficult indeed to obtain ballast on the whole road from Chatham to Doaktown, there is plenty of it all along the line from Doaktown to Fredericton. This has retarded the work on the eastern division to a considerable extent. At Doaktown there is a large ballast pit from which ballasting was being done on the western division at the rate of about half a mile per day. The shore abutments and the first of the two centre piers of the Doaktown bridge were finished on Saturday and the other pier and abutment on the west side were nearly completed. Workmen were putting up the temporary supports on which to lay the chords for the eastern span and the builders thought the bridge would be completed by 1st October. A little allowance, however must always be made for drawbacks of weather and other contingencies, and it is, we think, safe to say that by 15th October the bridge will be completed and the line opened through to Fredericton.

Meantime, the management of the western division, with its customary enterprise, commenced on Tuesday a regular train service between Fredericton and Doaktown, leaving Gibson, opposite Fredericton at 8 am and arriving at Doaktown 12:10, local time. Returning the train leave Doaktown at 12:40 and arrives at Gibson at 5 o'clock. In a day or two—Monday at the furthest—a regular accommodation train will run between Chatham and Doaktown daily, connecting at the latter place with the western division train. It will leave Chatham about 8:30 am, standard time, giving passengers time for dinner at Doaktown and enabling them to reach Fredericton an hour before tea time.

Owing to the Doaktown highway bridge having been carried away by the freshet last spring the river has to be crossed by means of a decked scow, which is run over by aid of a rope stretched from side to side and partially supported by the old bridge piers. The local government should lose no time in replacing the bridge. The pier foundations are solid and will support new stone piers, which should be placed under the new structure, wooden ones occupying too much space in the river. Some time ago there was some talk about having the new bridge erected on another site, but the people generally seem to favor the bridge being where it always was.

The telegraph line which has been, for some time, in operation, to Blackville is being extended to Doaktown. The workmen on Saturday last had the posts in position for a distance of six and a half miles above the Blackville station.

Within a mile of Doaktown there is one of the most charming bits of scenery in the province, reminding one of the Douglas Valley, but a far broader landscape. A fine view of it is had from the railway, looking down the Miramichi where it presents itself in a wealth of river, islands, woodland, and intervales, flanked by farm house and backed by the forest.

Just across the Miramichi at Doaktown, almost on the river-bank—and near the busy little mill in which we found ex-Councillor Freeze covered with dust from his clapboard machine—is an elm which attracts the attention of visitors to the locality. It has stood there for a century or more and shows no sign, whatever, of decay. Two of our party on Saturday measured it with a tape line and found its circumference to be seventeen feet at a height of thirty inches from the ground. [almost 5 ½ feet in width!] Its trunk is bifurcated a few feet from the ground and it has, therefore, along and a short diameter. Measuring it, the long diameter was found to be 84 inches. Its proportions are magnificent in their size and evenness, its height being over one hundred feet. There are few such elms in the province.

In closing our notes of this trip it may not be out of place to mention that our friends at Doaktown are expecting quite a large number of visitors from both Fredericton and Chatham and intermediate points of Thursday next, as excursion trains are to be run on that day from both ends of the railway to that point.

trains are to be run on that day from both end of the railway to that point.

Miramichi Advance

Sept 9, 1886

All Rail to Fredericton

The announcement of the railway service between Chatham and Fredericton, which is to begin on Monday next, will be found in another column. The time of leaving Chatham is eight o'clock, standard, or thirty eight minutes past eight local time, and of arrival at Fredericton two minutes past four, standard, or five o'clock local time. This includes a stop of a little over forty minutes at Doaktown for dinner. The train for Chatham will leave Fredericton at eight o'clock local time and arrive here at ten minutes past three standard time or forty eight minutes past three local time, with forty minutes wait at Doaktown for dinner. The hours of arrival and departure are very convenient and the running time, though slow, will be satisfactory for the few weeks it will be in operation, or until the Doaktown railway bridge is completed. By the middle of October we expect to see trains running between Chatham and Fredericton which will enable us to breakfast in one place and dine at the usual hour in the other.

[ferry crossing still necessary as the Doaktown bridge not yet finished]

Miramichi Advance

Sept 30, 1886

The Northern and Western Railway

Our readers generally will be interested in an article on the above subject which appeared in the Saint John Sun last week and is now reproduced in the Advance. It is the most complete sketch of the road and its history that we have yet seen, and is, no doubt, from the pen of Mr. F. H. Risteen, who was a passenger over the line from Chatham to Fredericton a few days since

Saint John Sun

Northern and Western Railway

From Chatham to Gibson by the New Route

Blackville, Doaktown and Boiestown

Legislative History and Full Description of the Line – The Resources of Farm and Forest it Will Develop

(From the Sun's Travelling Correspondent)

Fredericton, Sept 20

The Northern and Western Railway two years ago existed only in name. Now the road is a matter of history and trains are running daily between Gibson and Chatham. Let us glance at the somewhat chequered legislative record of this great enterprise. In 1872, an act was passed by the New Brunswick legislature incorporating the Northern and Western Railway Company. It authorized certain persons, Sir Hugh Allen, Sir A. T. Galt, Hon. P. Mitchell, Alexander Gibson, Thomas Temple, T. F. Gillespie, Hon. William Muirhead, William Swim, John McLaggan and others to construct a line of railway "from the town of Chatham, passing through the counties of Northumberland and York to Fredericton, with the necessary branches." Until 1875 no further move was made, when a number of gentlemen formed a company under the subsidy act of 1874, which provided a grant of \$5,000 a mile for a line described in the first section as follows:

From the city of Fredericton or the parish of St. Marys, in the county of York passing through the counties of York and Northumberland, to a point on the Intercolonial Railway, either in the parish of Nelson or the parish of Derby in the county of Northumberland.

From 1875 to 1883 surveys were made but the work of construction was not entered upon. In 1882 the local legislature passed an act by which \$3,000 a mile was provided for a number of railways including the Miramichi valley line. It was

provided for a number of railway, including the Miramichi valley line. It was stipulated therein that the line should run:

From the city of Fredericton or the parish of St. Mary's, in the county of York, passing through the counties of York and Northumberland, to some point on the Intercolonial Railway, either in the Parish of Derby or the parish of South Esk, in said county and thence, if advisable, to Beaubear's Point, so called.

At the same session the Northern and Western Railway's Act of 1872 was amended in these terms:

In lieu of the line of railway which the said Northern and Western Railway Company are authorized to construct under acts relating to said company, shall be a line of railway from the town of Chatham, or from the parish of Nelson, or from some point in the Parish of Derby or in the parish of South Esk, in the county of Northumberland and York, to the parish of St. Mary's in the said county of York or to the city of Fredericton.

It was under the Act of 1882 (in part a revival of that of 1874) providing a subsidy of \$3,000 a mile, and under the company's act of incorporation, that the contract was made with the local government by the present company. Now as to the Dominion Legislation relating to the road: By the General Subsidy Act of 1882, \$3,200 a mile was granted by the Dominion parliament to the Northern and Western Railway Company for the portion of the proposed line extending from the Intercolonial Railway to Dunphy's, so called, a distance of 32 miles. In the session of 1883 another subsidy act was passed under which the subsidy offered to these 32 miles was revoked and a like sum per mile granted for the western end of the road from Gibson towards Boiestown, in lieu of the subsidy offered the session before for the eastern end of the line. It was supposed that this subsidy (for 40 miles) would cover the distance from Gibson to Boiestown, but as it was found to be six miles short, sufficient subsidy to include the remainder was granted in the session of 1884. In the session of 1883 a grant was also made for the construction of a branch of the Intercolonial Railway from Derby siding (between the Intercolonial Railway bridges across the northwest and southwest branches of the Miramichi River) to Indiantown on the north bank of the south-west, a distance of 14 miles, and in the following year, under another general subsidy act, \$3,200 per mile was given the Northern and Western Railway Company for the construction of their railway from the terminus of the Indiantown branch to Boiestown. Thus the portion of the line to which subsidies apply are as follows: Local subsidy of \$3,000 per mile for the whole line from Chatham junction to Gibson; Dominion subsidy of \$3,200 per mile from Blackville to Gibson. The Indiantown branch, which runs parallel to the line on the opposite side of the South-west, was built for the Dominion government by Mr. Snowball as contractor on behalf of the Northern and Western Railway Construction Company. It not the purpose of this sketch to allude to the local dissensions which attended the fixing of the eastern terminus of the line. At present the Northern and Western Railway Company has under the construction the branch line from Blackville to Indiantown, about nine miles in length, which is covered by the Dominion but not by local subsidy. The company was organized as follows, under the title of the Northern and Western Railway Company of New Brunswick:

President: Alexander Gibson (Marysville)

General Manager: J. F. Snowball (Chatham)

Directors: Those gentlemen together with John Pickard, M. P., (Fredericton), John Gibson and Alfred Rowley (Marysville), W. B. Snowball (Chatham), John McLaggan (Newcastle), Secretary George F. Gregory (Fredericton).

Upon the death of Mr. Pickard, Alexander Gibson Jr. was appointed director in his stead. The survey upon which the present line was located, was conducted from the Chatham end of the line by D. E. Maxwell, C. E. Substantially that survey has been followed. The engineering staff has been composed of J. A. Ruel, D. F. Maxwell, H. Hancox, H. M. Balkam, Frank McInnes, C. H. Ruel, A. W. Stratton, E. G. Evans and F. Britt.

Construction was commenced almost simultaneously at the Gibson and Chatham ends of the line. Mister Gibson has from the beginning supervised the work from Gibson to Doaktown (63 miles) and Mr. Snowball, the operations between Chatham and that point (53 miles). The Chatham branch which now forms a part of the Northern and Western Railway had of course then been constructed and in

operation for some years. The contract for the construction of the entire road was undertaken by J. R. Ruel, he and his sub-contractors employing over 2,000 men in the summer of 1885. At the close of 1885, 60 miles of the road were sufficiently completed for the running of trains, the Gibson force having reached a point above the Cross Creek, forty miles up, and the Chatham contingent, Blackville, 20 miles from the junction. Since the winter of 1885 the work of construction has been carried on by the company itself. As the tracklaying crews approached each other this summer great rivalry prevailed among the men as to which crew would reach Doaktown first. About the middle of August the two crews met on the banks of the Miramichi, the eastern section having arrived a few hours ahead. Two spans of the Doaktown bridge are now completed and the third will be ready in about three weeks, when the last link in the great undertaking will be supplied. About five miles of road remains to be ballasted on the eastern section. On the western section the whole of the line is being now re-ballasted in a most thorough manner, the work being pushed forward from both ends at once.

The engineering difficulties which will be alluded to in more detail hereafter, were very much more important on the Gibson end of the line, than east of Doaktown. To equip the line throughout 10,700 tons of steel rails (60 pounds) were employed, and the company have still on hand 1,500 tons of steel rails available for the Indian town branch and other extensions. The ties required numbered about 285,000. A remarkable scarcity of ballast was experienced on the eastern section, while from Doaktown to Gibson abundance of material of the very best quality was found. In some instances ballast had to be conveyed to points on the eastern section as far as 23 miles. On the eastern section of the road the line is particularly straight, the proportion being 92 percent of straight line. In the 43 ½ miles from Chatham Junction to Doaktown there are only two curves exceeding three degrees, one of five and one of six. The only grades are those necessary in climbing from the water level to the flat lands along the north side of the river. The heaviest one is 65 feet to the mile. The rolling stock of the line at present consists of eight locomotives, three first-class passenger cars, one second-class car, two combination cars for passengers and baggage, 85 flat cars, 13 box cars, two snow-ploughs and one flanging car. For finish and comfort the first class passenger cars have no superiors in the province. They are from the Laconia Car Company, N.H., and are finished in native woods. Some of the freight cars were built in the company's workshops at Chatham; the remainder at Harris and Co.'s establishment in Saint John. All of the rolling stock is of the most substantial description. Three of the locomotives were purchased at the New York Locomotive Works, four from the Intercolonial Railway, and one in Toronto. Freight engine No. 11 weight 55 tons, and the drivers pronounce it a very superior locomotive.

The stations along the line and their mileage from the Chatham end are as follows: Chatham, Ivory's, seven; Chatham Junction, nine, Upper Nelson, fourteen; Chelmsford, sixteen and a half; Gray Rapids, Twenty-five; Blackville twenty nine and a half; Upper Blackville, 39; Blissfield, forty-six; Doaktown, 52; Stewart's sixty; Ludlow, sixty-five; Boiestown, sixty-nine; Astles' Crossing, seventy-four; Clearwater, seventy-nine; Portage Road, eighty-one; Upper Cross Creek, eighty-six; Cross Creek, ninety-one; Covered bridge ninety-three; Zionville, ninety-eight; Durham, 102; Nashwaak 104; Manser's Siding, 106; Penniac, 109; Marysville 113; Gibson 116. The station buildings are neatly painted, roomy and the most tastefully designed in this province. On Saturday 1st your correspondent passed over the Northern and Western Railway from Chatham to Gibson, having the honor to be the first press representative to make the through trip. The town of Chatham is the largest and perhaps the busiest town on the North Shore. It has a population of 5,000 and exhibits steady progress. In the rear of the business section are many fine residences. Among its churches is a very handsome brick structure recently built by the Methodists, of which body Mr. Snowball, like Mister Gibson is a liberal supporter. At the lower end of the town the Maritime Pulp Manufacturing Company (John A. Fisher, manager) is erecting a large factory. The timber trade of course is Chatham's chief industry. As many as 100 ships have occupied the river at one time and the export of deals once reached 160 million. Mr. Snowball employs about his mill an average of 320 hands. **The Chatham Branch Railway**, over which we are now speeding at the rate of 30

miles an hour, exclusive of siding number Y at the junction, nearly a mile in extent, is nine miles long. From 1872 to 1874 the line was constructed, and in 1876 the opening took place. Mr. Snowball foreclosed the mortgage of the company which built the road and purchased the property at a Sheriff's sale. For a time, owing to the extensive repairs required, the road shows a balance on the wrong side of the account, but of late there has been a considerable increase in the earnings every year. Recently the road was equipped with 60 lb. steel rails and placed in an A-1 condition throughout. Fresh fish, chiefly fly salmon, smelts and bass, form a large item of traffic—1,900 tons of fish having been shipped from Chatham in 1884 and 2,100 in 1885. The rolling stock of the road, consisting of two locomotives, one first and one second class car, one flat car and a flanger, is of course largely supplemented by Intercolonial Railway cars, as no transfer in freight to or from Chatham is made at the Junction. Until we approach the junction the land through which the road runs is of excellent quality. The junction itself certainly eclipses McAdam junction, in richness of natural resources, fertility of soil, variety of products and grandeur of scenery—and has been facetiously called the Garden of Eden. Newcastle is about five and a half miles, and Derby siding, where the Indiantown branch taps the Intercolonial Railway, two miles from Chatham Junction, which is in the parish of Nelson aforesaid. The road is entirely free from heavy grades and there is not a smoother piece of track in the province. Crossing the Intercolonial Railway at right angles, the Northern and Western Railway runs for a mile or more straight across a bog where it was predicted by some authorities a railway could never be successfully built. From the very first the road gives evidence of the solid and thorough manner in which it has been built. There is not a mile of it over which a train may not be run with entire safety at the highest rate of speed. In some places we look from the rear of the train and the eye can follow the lines of steel for miles, not a twist or spread in the rails marring the perfect perspective. The train travels so smoothly that not the slightest jolt is perceptible. This is due in part to the very superior character of the rails employed, and in part to the thorough manner in which the ballasting crews have done their work. Even on the portions not yet ballasted the lateral motion is exceedingly slight. Three miles from the junction we cross Barnaby River, by an over-head, two-span, 320 feet Howe truss bridge. The piers are of composite construction, built of birch logs and filled in with Portland cement. Two miles further up the river at Upper Nelson is the South-west boom, where from 60 to 100 million feet of logs are rafted annually, the works being on the southern bank of the river, within a few rods of the track. On the opposite bank is the thriving industrial centre of Millerton, headquarters of the extensive extract works of J. and J. Miller and Co. We follow the bank of the river for about six miles through a prosperous and thickly settled country, and then plunge abruptly into a dense forest. The woods are of mixed growth indicating good land. In this stretch of woods—eight miles through—there are two platform stations for the convenience of the people living along the bank of the river. By this cut across the band we save considerable distance. All through this section the bark-peelers have left convincing but not consoling evidence of their work. Immense numbers of hemlock trees have been felled, the bark stripped off and the trunks and tops left on the ground, some day to ignite from forest fires and spread destruction far and wide. Skirting the bank of the river for some miles further we cross the Southwest by a bridge which is five feet longer but in other respects almost a duplicate of that at Barnaby's river. The track is laid on the bottom chord, and instead of composite abutments, those of the Blackville bridge, for we have now reached Blackville, are of solid masonry and present a very durable appearance. Blackville is an important milling and farming centre, and the headquarters of Scott Fairley, who handles from eight to ten millions of round and sawn stock annually. Mr. Fairley runs a large waterpower saw mill at the mouth of the Bartholomew River near by, and all the lumber cut on that stream is controlled by him. [and later by Mister Gibson—6,000 acres] Here also is located B. N. T. Underhill, one of the largest operators on the Southwest, who drives about four million feet of lumber per year. There are two fine churches, Episcopal and Presbyterian at Blackville. **John McConnell** has just completed the erection of a neat and commodious hotel. The spacious yard and station buildings at this point indicate that the company expect good things of Blackville. Really, the place ought to be called Bridgetown. Situated at the junction of the

Bartholomew and Southwest, Blackville embraces itself over the possession of two highway and two railway bridges. The railway bridge over the Bartholomew is on the branch of the Northern and Western Railway to Indiantown now under construction. Leaving Blackville behind we traverse . . . Miramichi valley and sticks to his farm can fail to make an independent living. All the produce he can raise find ready market and ready cash at Newcastle, Chatham or in the lumber woods. What superb scenery is now being presented at every step of our progress! For over 60 miles the railway passes through the harming valley of the South West, and for 25 through that of the lovely Nashwaak, each the other's only rival. To our left the waters of the South West, clear as crystal, twine through pastoral and woodland scenes of simply exquisite beauty. Behind us the tide stretches like a threat of silver through long grassy intervalles; before us it foams through a narrow, rocky pass; here it ripples over bars of shining sand, and there it is all but lost to sight by the overhanging foliage of the forest. Over all the landscape, as if chary of her choice retreat, dame nature throws the gorgeous crazy quilt of autumn. We are now passing through the sportsman's paradise. Here is the great health reservoir of the weary dollar-maker; the annual resort of the all the tired multitude from the cities who seek and here secure expansion of lung, quickening of pulse, renewing of brain tissues and exclusion of bile. Here the lordly salmon pits his strength against the angler's skill and the greedy trout takes no thought of the frying pan. From the summit of the high ground near Doaktown looking down steam is to be had a remarkably fine view of the valley of the South West. For more than two miles the course of the river can be traced between high but gently sloping banks, its surface reflecting every object with perfect fidelity. But here we are at Doaktown, so withdrawing our gaze from the river we devote our attention to this thriving little hamlet. First we leave the train and proceed to the river which now forms the only breach in the line from Chatham to Gibson. Two spans of the bridge, each 165 feet long, are completed, and it is thought the third will be finished in time for the driving of the last spike about the 10th of October. The freestone abutments are very massively built and the same may be said of the ice-guard on the western shore. Just below where we stand the highway bridge spanning the river was carried away by the freshet last spring and has not yet been rebuilt. At Doaktown are the carding and grist mills of Harvey Doak and the clapboard and shingle mill of Samuel Frieze. Robert Swim is the lading lumber operator in this section and runs quite an extensive general trading store. As Doaktown is destined to become one of the most popular resorts for sportsmen in New Brunswick, John J. Murray's admirable hotel will no doubt be well patronized. Every species of game peculiar to New Brunswick forests, as well as trout and salmon, are easily accessible from Doaktown. Ten miles south of Boiestown Cain's river is reached by a fairly good road. Here in the early summer trout can be taken until the angler is weary of casting the fly; later in the season grise are abundant. In the ponds and stretches of dead water along this stream black duck can be found in great numbers. Along its banks, too, partridge are plentiful. At the mouth of Big Hole Brook, a short distance above Doaktown, the angler cannot fail to fill his basket; indeed fine hauls have been taken at the mouth of the stream that turns the Doak mill a few rods from the station. To the north the Dungarvon stream, in which salmon as well as trout are plentiful, is reached by a good portage road ten miles in length. The same road crosses the Bartholomew River, where fine gamey fish often rejoice the heart of the fisherman. It is deplorable fact that the people residing along the South West do not see the wisdom of taking steps from preserving the salmon from almost total destruction. Illegal spearing and netting are constantly carried on. Even well-to-do farmers keep canoes and every summer go up the Dungarvon and destroy salmon and large trout in their spawning beds. To the north as well as to the south of Doaktown moose and caribou are yet to be found; in the autumn the later herd on the great plains which lie between the South West and the waters of Salmon River. To this great game country the Northern and Western is already bringing many parties of sportsmen. A substantial dinner disposed of at Murray's your correspondent boarded the train for Fredericton. At Nelson's Hollow is a very heavy piece of rock cutting; the hollow itself is crossed by two 60 feet spans. Two miles further up, the railway winds around the edge of Amos Bluff, about 70 feet from the surface of the river—a somewhat unpleasant looking spot. The train runs very close to the precipice and has a perceptible leaning towards the depths

below. The road follows the river for the whole 17 miles to Boiestown and traverses a well settled country. Crossing Burnt Land Brook over a bridge of considerable length composed of short spans we reach Boiestown. Boiestown is the chief point of departure for the salmon fishermen, who throng the headwaters of the South West every summer. Plenty of canoes and strong, expert polesmen are to be had here. Close to the bridge across Burnt Land Brook is the saw and grist mill of H. McMillan. Among the prominent citizens of Boiestown is Squire McKay, one of the few surviving witnesses of the great Miramichi fire of 1825. He was working in the woods at the time and escaped from the flames with great difficulty. From its favorite location in regard to lumbering operations and to visiting sportsmen, Boiestown must eventually become an important town. Here the Northern and Western leaves the Miramichi and starts across the watershed separating that river and the Nashwaak. About a quarter of a mile above Boiestown, the Taxis River mingles its waters with the Southwest. The railway follows the valley of the Taxis for a short distance and then strikes to the left and into the valley of Cross Creek. **The Taxis flows through one of the finest spruce districts in New Brunswick.** Dep. Surveyor Freeze of Doaktown discovered some particles of gold a few years ago. As yet no thorough search has been made for the metal. The Taxis, by the way, Edward Jack informed the writer, derived its name from the famous Abenakis warrior Taxous. In 1692 Taxous accompanied Sieur de Vilieur upon his expedition from Nashwaak into New England. In 1695 and 96 the sachem and his band of hostiles were hanging about Fort Permaquid. The officer in command persuaded the Indians to enter the enclosure to discuss the question of treaty. They remained there for several days and were then attacked by the governor and Taxous was taken prisoner. His men, however, fought bravely and rescued him, four Indians and six of the English being killed in the fight. About a mile and a half from Boiestown we reach what is known as the Big Fill, where an immense amount of rock-cutting and ravine-filling had had to be done by Mister Gibson's men. Probably there is not a filling in the Maritime provinces to match it. The approaches on both sides had to be made through the solid rock. The "Fill" itself is about 80 feet long and 75 or 80 feet deep. Just beyond this spot the line between Northumberland and York counties is pointed out. Mr. Jack states that the Northern and Western Railway runs for nearly its entire length over the carboniferous formation, in which many opportunities for obtaining the best of building stone, notably at Nelson's Hollow, occur. Between the Taxis, however, and the Nashwaak it crosses a portion of the lower carboniferous sandstones and marls, early recognizable from their red color. There is a belt of land here extending to the north and up the Taxis, of which the soil is excellent. Its breadth is from six to eight miles; its length between the Nashwaak and the Miramichi upwards of twenty. Most of this land is yet forest-covered. It is one of the most favorable locations in all respects for settlers to be found in the province. The Greater part of Stanley . . . those products which the lumbermen chiefly require and which our farmers are not as yet able to entirely supply—hay, oats and potatoes. Stanley oats have obtained a more than provincial renown. At the Crystal Palace exhibition they captured first prize and have held their own well ever since. Within a short distance we pass over Cross Creek twice and are now fairly on the western slope of the watershed. The Creek is noted for its never failing supply of trout; also for having more crooks and twists in its course than the political record of James G. Blaine. The obstacles surmounted by the engineers in crossing the watershed were considerable, yet the heaviest grade in the road is but 70 feet to the mile. The character of the road may be judge by the fact that recently a train of two passenger cars and two cars of rails hauled by locomotive No. 9 made the run of 47 miles from Gibson to Boiestown, including six stops, in one hour and thirty-three minutes. Descending the valley of Cross Creek for five miles we reach its junction with the Nashwaak, from which point the mouth of the latter (25 miles) there is an almost unbroken succession of well cleared farms flanking the river on either side. **Soon we are speeding down the Nashwaak, a river which in the past 20 years has yielded Alexander Gibson 600 million of spruce. Mister Gibson owes much to the Nashwaak of the past; the Nashwaak of the present owes much to Mister Gibson. The first to appreciate the value of its great natural resources, it was just that he should utilize them and reap the reward of his enterprise. Others had failed to succeed; Mister Gibson knew no such word as failure. By ceaseless industry and**

unerring intelligence he has made his millions and these millions he has used to improve his country and employ its people, making the one richer and the other happier than he found them. While many scoffed at our province's resources he never lost faith in them and he has done more than any other man in New Brunswick to show what brains and backbone rightly applied can accomplish. A populous town where the curse of liquor is unknown and where no lawbreaker can find a rest for the sole of his foot; cotton mill employing hundreds of operatives, milling establishments employing hundreds and indirectly thousands more; two of the principal lines of railway in the province of a an aggregate length of about 350 miles—these are some of the results one self-made man, still in the full prime and vigor of manhood, has lived to create.

As we pass down the river, the drivers are at work **loosening the masses of logs hung up last spring. [so he had hangups like everyone else]** The recent rains it is thought will bring them all down. At every turn in its course the Nashwaak presents a constantly changing panorama of strikingly beautiful effects. The well-kept houses and ample barns present a perfect picture of rural prosperity and plenty. Not within view of the railway, but within easy striking distance are the flourishing settlements of Zionville and Durham. And now we are passing the Nashwaak covered bridge, of sainted memory among the veteran Jehus of eh old Miramichi stage line. Near the bridge on John McBean's farm coal was discovered last summer and a syndicate of Frederictonian gentlemen is about to commence operations there. Underlying the coal is a large bed of fireclay, which can no doubt be utilized. The discovery of a workable bed of coal in this locality would be of great value to the population served by the road and of special importance to the road itself. At present Grand Lake coal is used on the engines over the western section. The hay crop, your correspondent was told, was very light on the Nashwaak this year; potatoes and oats were fully an average yield. At the covered bridge Mr. McBean has a well-equipped saw mill which supplies the local market with shingles, clapboards, boards and planks. Recently at Cross Creek the shingle mills of Messrs. E. and J. A. Humble was destroyed by fire. Near Penniac village a considerable quantity of bark was cut this summer by Luther Manzer. One mile and a half above Marysville we cross the Nashwaak by a strongly constructed, three-span Howe truss bridge, 225 feet in length. Then we pass through Marysville, where saw mill, grist mill, lath mill and cotton factory are in full operation. **As a lengthy description of the very important industries of Marysville appeared in the Sun last fall you're** correspondent refrains from entering into the details of Mister Gibson's various enterprises here. There can be no doubt the passenger and freight traffic will be very heavy at this end of the line. Mister Gibson is constantly adding machinery to the cotton factory and intends ere long to develop the same to its full capacity. And now the whistle sounds for Gibson, the western terminus of the road, which we reach in a little over eight hours from Chatham (including a stop of 40 minutes at Doaktown). The station buildings and repair shops here are very conveniently designed, and their exterior appearance in keeping with the thoroughly first-class appointments of the road from end to end.

The completion of the Northern and Western Railway is a matter of very great importance to the lumber operators on the Miramichi and the Nashwaak. It will not only reduce the cost of hauling supplies to the camps located on its branches of these rivers more than 50 percent, but also be of great service in the transport of sawn and round lumber. **Last winter Mister Gibson brought down nearly two million feet of logs,** and to a lesser extent Mr. Snowball utilized the line in the same manner at the eastern end. Passing through a great cedar country, it will develop a new business for the inland sections of York and Northumberland, of offering a means of cheaply transporting shingles and railway ties to market. The facilities for transporting men rapidly to the required points will greatly reduce the cost of river-driving. In the present depressed state of our lumber trade these facilities must prove a great boon to operators, particularly to those on the Miramichi. It needs scarcely be mentioned that the cost of provisions and supplies of every kind consumed by the large population along the line will be very materially lessened also. Already the receipts of the road are sufficient to pay running expenses—a most unusual record for a new and as yet unfinished road. It is a matter which ought to be appreciated by the public, that the road is constructed in a most thorough manner, every detail having been attended to in manner worthy the enterprise and reputation of the originators. That its future will

manner worthy the enterprise and reputation of the originators. That its future will abundantly realize the faith of its promoters and prove it to be one of the most important as well as profitable railway properties in the Dominion there is no cause to doubt.

The Doaktown railway Bridge explosion is still a theme of much speculation as to the perpetrator, who is not yet known, although the company offer \$500 reward for his detention. That such a scoundrel contaminates the place must be source of humiliation for its people, who should spare no effort to rid themselves of him by aiding the bring him to justice. It is gratifying to know that although temporary supports have to be put under the damaged span to enable the workmen to restore it to its original condition, the work will not delay the completion of the whole bridge.

Gleaner

March 1, 1887

Railways blockaded

The regular train which left Gibson station on Friday morning, on the Gibson branch, got no further than Keswick by Saturday night. The drifts encountered were of enormous heights. The train proceeded slowly on its way to Woodstock Monday reaching there last night. On the Northern and Western, the road has been blockaded for nearly four weeks and only one through trip has been made between Gibson and Chatham during that time. Drifts from ten to fifteen feet in height are encountered at many points along the line. A crew of about thirty men were at work shoveling out the road yesterday between Gibson and Marysville.

Miramichi Advance

June 16, 1887

Northern and Western

The annual meeting of the Northern and Western was held at the offices of G. F. Gregory, secretary, on Tuesday afternoon, of last week. The directors elected were: Alexander Gibson, J. B. Snowball, Alexander Gibson Jr., John Gibson, Alfred Rowley, McDougall Snowball, and John McLaggan. At a meeting of the directors held subsequently, Mr. J. B. Snowball was chosen president; Mr. Alexander Gibson, vice-president, and manager of the road. Mr. G. F. Gregory was reappointed secretary and solicitor of the company.

Miramichi Advance

July 11, 1887

Our Visitors

A party, composed of about 75 ladies and gentlemen from Fredericton, Marysville, Saint John and elsewhere, made an excursion from Fredericton to Chatham on Wednesday last, and thence to Richibucto on Friday, returning to Fredericton on Saturday by way of Chatham Junction.

The party was organized of Mr. C. H. Lugin, Secretary of the Provincial Board of Agriculture, and while some of its members called it a "press" party—because, we presume, representatives of the press were largely invited to join it, and a good many papers sent staff members or special correspondents along with it—it was properly, a party representing business and professional interests of the province who thought it worth while employ a short holiday season in seeing a section of the country made ore easy of access to them by the opening of the Northern and Western Railway. Mr. Lugin led a similar expedition into the Upper Saint John country last season, and many of those who composed it were among the excursionists of last week. These old campaigners, as well as the recruits of this year, seemed to enjoy the trip of last week very much, and it is, therefore, probably that each succeeding summer season will have its excursion in some new direction, under Mr. Lugin's unostentatious, but nonetheless efficient and courteous management, while, should he choose to retire from the leadership a new Moses will arise to lead the waiting tribe to any land of promise into which railway, steamboat and hotel enterprise may have preceded them.

After meeting the party and making the acquaintance individually of all of its

After meeting the party and making the acquaintance, individually, of all of its members, our representatives make such reports of their saying and doings as lead to the conclusion that, on the whole, they had an enjoyable time of it. . . .

The weather was all that could be desired, save that the temperature was about 90 in the shade and seemed to increase as the train went North. The fact that "Mister Gibson himself," was not with the party was regretted, but as so many of his working staff had joined it, he had decided that he must remain behind and look after business. He had boarded the train at Marysville and wished the party a good time, and as they were having it, and were so much indebted to him for it, they naturally wished he had been with them to see how well his entertainment was enjoyed. There was a stop of only a few minutes at Blackville, and at Chatham Junction, the President of the Railway, J. B. Snowball, Esq., boarded the train and was introduced to the members of the party by Mr. Lugin.

For an account of the excursion, it is perhaps most fitting that we should let others speak of its experiences on the Miramichi, and we, therefore, transfer to our columns what the editor of the *Telegraph*, Mr. McCready, wrote on the subject. After reference to the Saint John contingent and other guests his report is as follows:

Off for the Miramichi

On Wednesday morning all the coaches were engaged to carry the party to Gibson the immediate point of departure. Fredericton and its surroundings were looking their best in the bright morning air as the splendid bridge was crossed, and many an eye was turned to admire the fair city we were about to leave behind.

Through the kindness of Mister Alexander Gibson, the president, and the directors of the Northern and Western Railway company a special train was here ready for the conveyance of the party over their new road from Fredericton to the Miramichi. These bright and comfortable new cars were the home of the party during all the land journey to St. Louis and back to Fredericton. Here began the long series of introductions between different members of the party who before were not personally acquainted, resulting in many new and pleasant friendships in the days following. Our special train dashed away at rapid speed and in a few minutes came to a stop at Marysville, where the party received several additions. Here, among others, Mr. Alexander Gibson, the business king, of this section of the province passed through the train and cordially greeted the different members of the party. In sight of his great cotton mill and the prosperous town that has grown up about it, the place is redolent of the business energy, enterprise and sagacity of one man who has, in so many lines of industrial activity, eclipsed alike his contemporaries and predecessors in New Brunswick.

The lower valley of the Nashwaak, through which we were carried at rushing speed, appears a fertile and prosperous agricultural region. Our rate of speed soon overtook the regular train which had started an hour in advance. After a short stop at Cross Creek station we proceeded up the creek, across the intervening highlands to the valley of the Taxis, and then on a down grade to the bank of the South West Miramichi at Boiestown. Onward we were whirled at splendid speed to Doaktown where a halt was called for dinner—"the guests of Mister Gibson," we were told—at Mrs. Murray's comfortable hostelry. The dinner was so much enjoyed that it took an hour and a quarter to accomplish the completion, the ladies being first served. Meanwhile the train from Chatham arrived, bringing Mr. D. G. Smith and others from that enterprising town to meet and return with our party.

The weather was hot—intensely so in fact—but our swift train made a strong breeze which brought cooling on its wings and in brief time we had descended along the banks of the Southwest, famous for salmon, and diverging had reached Chatham junction. This is the present eastern terminus of the Northern and Western Railway, and its point of junction with the Intercolonial Railway and the Chatham Branch, the latter being the property of Mr. J. B. Snowball. Here the proprietor of the branch, who is also a large proprietor in the Northern and Western Railway, joined us, and cordially greeted the different members of the party. The Chatham Railway, like that we had just left, is an excellent road, and enabled the special train to continue its

very high rate of speed with the greatest comfort to all. It was two o'clock when Chatham was reached, and the drivers of numerous coaches and conveyances raced with each other down the slope to the hotels. Happy were they who had secured rooms in advance, for soon the leading hotels were filled to overflowing. Private hospitality was, however, abundant, and in a few minutes all were comfortably placed.

After a time for a comfortable wash the Miramichi Steam Navigation Company placed their pretty and swift steamer, the Nelson at the disposal of the party for a trip to Newcastle. It was still hot and a sail on the noble Miramichi was a most refreshing proposal eagerly accepted. So within a few minutes the Nelson was full freighted with the happy excursionists and swung off from her wharf bound up river. Twenty-five minutes later, the Nelson was at Col. Call's wharf in Newcastle, and the party were spreading through the town to the hotels for tea, to the ice-cream saloons for a cooling repast, or out to see the sights. Perhaps those who postponed their supper till the return to Chatham had the best of it, as the return trip was delightfully cool and made the evening meal more enjoyable.

The evening was spent in divers fashions, in boating, sailing, driving or enjoying the welcome strains of the Chatham band which discoursed enlivening music on the square in honor the Observation Party. Thursday morning gave evidence that there would be another hot day, but before the heat was well on we were again afloat, this time as the guests of the Steam Navigation Company on their fine steamer the Miramichi. We were to spend the day on the water, than which nothing could be more congenial to our tastes. We had seen Douglastown, Nelson and Newcastle, above us on the river, we were now to go down the river and bay, skirted by pretty and interesting villages, and to enjoy the cooling breezes from off the water.

So we sailed eastward down the splendid river, passing the pretty villages of Bartibogue, on the left, and Black Brook on the right, down into the inner bay, a noble expanse of water, over which has floated so many millions of value of Northumberland pine and spruce, and from beneath which an unbounded store of finny wealth has furnished its annually increasing tribute. Past Point Cheval, past Point Au Carr, skirting Bay du Vin Island, Egg Island and Fox Island; thence, changing course northward we caught glimpses of the fishing fleet in the outer bay, some 40 sail, a very pretty sight. They were within the three mile limit; they were mainly American, we were told, and they were fishing. But we did not discuss the fishery question. We were sailing for pleasure, not controversy. Besides, the dinner hour had come, the Navigation company were our hosts, and to keen appetites the dinner tables had attractions even greater than the pleasant scenery on view from the decks. Northward we sailed, past the lightship, and the buoys, and the length of Portage Island—so long that many took it for the mainland—thence to the northern shore, in sight of Neguac. Turning westward, toward the declining sun we came in sight of the Indian Reserve, a conspicuous object being their church, while around were some apparently well tilled fields, and a herd of thrifty looking cattle grazing the pastures. At Burnt Church, a little further up the shore, two Indians in a canoe brought out three or four passengers, among whom was Dr. Macdonald, of Chatham. This reminds me that a number of Chatham and Newcastle people had joined in the sail, among whom were Hon. Thomas F. Gillespie, Hon. Robert Marshall, Messrs. D. G. Smith, **W. A. Park** and L. J. Tweedie, the latter two M. P.s.

On the return trip while yet some miles from Chatham, another steamer was sighted, gaily decorated with flags, and bearing Mr. and Mrs. Snowball and other friends. As they approached a salute was fired from on board, and amid cheering and waving of . . . [lost the last part]

July 16, 1887

Marysville Brass Band

The new uniforms for the Marysville brass band have arrived. They are bright and showy, and will add much to the appearance of the well-equipped band. The band has made remarkable progress since its organization, a little over a year ago. The quickstep rendered by this band at the Fredericton depot on the departure of the excursionists the evening of the twelfth, was exceptionally fine, and the large crowd that had assembled at the station gave vent to their appreciation of the music by loud applause and cheers.

Miramichi Advance

July 14, 1887

The Northern and Western Railway

For the Globe

The journey of the observation party over the Northern and Western Railway has served the excellent purpose of directing public attention to this new and important highway. In the first place it has demonstrated that the character of the road is such that passenger trains can be carried over it at a speed equal to the maximum adopted on any Canadian line. For a time and that, too, over the most difficult section of the road, where the curves are the greatest and the grades the steepest, the excursion train was run at the rate of fifty miles an hour, and the whole distance, some 117 miles, was covered in a very little over three hours, running time, and could have been done even more quickly if the speed had not been slackened on the alter and easier part of the route. It will be quite an easy matter, when the Fredericton railway bridge is constructed, to make the journey from Saint John to Chatham, via Fredericton, in about five hours, so that a passenger can leave Saint John in the morning and take his dinner in Chatham. **From this it will be very clear that when once this bridge is constructed the Northern and Western Railway will prove, in conjunction with the New Brunswick railway a formidable rival for the Intercolonial Railway for the trade between Saint John and the North Shore. The distance by the two routes is practically the same, and thus the completion of this railway and the bridge will give Saint John the advantage of a competing line for the trade of the North Shore.**

This will constantly have a tendency to remove any disadvantage under which the people of Saint John may labor under the traffic regulations over the Intercolonial Railway, or if that is putting the case too strongly, will give them the advantage or competition, the natural consequence of which is to develop intercourse between the two localities thus connected by rival railways. This year the Northern and Western Railway is an independent line, with the business of which Saint John has little to do, but next year it will be a part of a through line whereof Saint John will be one of the termini. It is generally known, of course, that Parliament has voted a subsidy of \$300,000 for the Fredericton railway bridge, and as this is the sum which Mister Gibson and the other promoters asked for, the work will be at once undertaken and probably be completed next year. The bridge will unite the New Brunswick railway with the Northern and Western Railway and therefore any efforts which the latter may make to develop a trade over its line between the North Shore and Saint John will be promptly seconded by the former company.

Upon its own merits and apart altogether from its present or prospective value as a through line of railway the Northern and Western Railway is worthy of being held in high estimation. The possibilities before it in the way of local development are almost incalculable. The value of Marysville as a feeder to the traffic of a line of railway, is only beginning to be understood, while the beautiful Nashwaak valley must take a new lease of prosperity under the influence of the road and the industries which are sure to be established along its line. Probably there is not in the whole province a more beautiful river valley than that of the Nashwaak, and although it has already made much progress, it is like all places which have hitherto been remote from highways of travel—capable of very much greater advancement. Stanley parish is already one of the finest agricultural sections in the province, but one only needs to look from the car windows to see what a vast extent of the finest land yet remains unoccupied. As a matter of fact the railway does not run within several miles of the

Stanley settlement. A company has been incorporated to build a line from Cross Creek station up through Stanley and thence into Carleton county through the heart of the fine settlements lying to the east of the Saint John and as far as the Tobique river. Some day this line will be built and will prove a very valuable feeder to the Northern and Western Railway and will in its turn serve to develop the truly magnificent region through which it will pass.

At Boiestown the right kind of energy would soon make a second Marysville. There is no method of approximating the value of the lumber yet uncut upon the Miramichi and its tributaries. For the growth will, under any sensible management, be almost, if not quite equal to the annual cut. It may be fairly said that for practical purposes the supply is really inexhaustible. **Of cedar, the quantity is prodigious and the quality the very highest. Spruce, hemlock and hardwood abound, and there is yet considerable pine, especially of a class suitable to be manufactured into short lumber It is worth remarking in this connection that of the great area drained by the South West Miramichi a large part is practically unknown.** At present the local government have a surveyor inspecting the land and timber in a part of this section and his report will be looked forward to with great interest. Enough, however, is known to warrant the statement that no more promising field is open to a smart business man with some capital than is afforded at Boiestown. This opportunity is commended to some of the younger men of Saint John who can command means, and who have had some practical experience in business. Such person will find in the Northern and Western Railway and **Mister Gibson good friends, who do anything which can be asked in reason to assist in the establishment of any industrial enterprise along the line of this railway.**

But it is not only at Boiestown that an opportunity is afforded for investments of this nature. There are other points which some persons might prefer, for it must be remembered that from Cross Creek to Blackville, a distance of over seventy miles, the railway passes through a district in the infancy of its development, but capable of great things. If, instead of looking to the West or making an attempt to share in the already too much divided business of the cities, our young men would establish themselves in some such district in New Brunswick as that intersected by this railway they could insure themselves a prosperous future by the practice of no greater diligence and self-denial that is requisite to achieve even partial success elsewhere. The history of our own province and of Canada is full of instances where men have by seizing such opportunities as these, established themselves in most enviable positions.

Reference has already been made to the agricultural capabilities of the section intersected by the road, but there is one phase of this subject worthy of more extended reference. Northern wool is regaining in the United States the popularity which it lost a few years ago, and many of the woolen mills are taking out their machinery for the manufacture of the fine grade of southern wool and replacing it by machinery suited to the coarser northern wool. In the market Maine wool takes the front rank among the northern product and New Brunswick wool is classed with it, the two being sold indiscriminately together. Northern mutton has always been regarded as preferable to any other, and it is quite correct to say that the American market will take, notwithstanding the duty, all the wool and mutton which New Brunswick can send for years to come, no matter how greatly the sheep raising industry may be developed. I have the authority of experienced dealers for saying that sheep farming in New Brunswick, with a view of supplying the American market, can be most advantageously prosecuted. No place in New Brunswick possesses greater facilities for such a business than the section of country through which the Northern and Western Railway passes. There are wide intervals on which hay and other crops necessary can be raised and well watered highlands which, at slight expense, could be converted into excellent pasture. Perhaps the ideal locality in the province for such an establishment is Mister [John?] Gibson's farm, some three miles above Marysville, but I do not know that he cares to sell it. There are many other localities, some of them possibly quite the equal to this, where a larger area could be procured and sheep farming be prosecuted under very favorable circumstances. An investment of \$20,000 in such a business might be reasonably expected to return a dividend of 20 percent per annum. Every calculation that I have seen . . . puts the percentage higher than this . . .

the average percentage of profit on sheep rating over the United States, as calculated by the Department of Agriculture upon most elaborate statistics, is over 30 percent.

As a through line from Montreal to the North Shore and PEI, the Northern and Western Railway will doubtless play an important part. It may reasonably be expected that the enterprising management of the road will not be long in providing all necessary facilities for the quick and inexpensive transportation of goods from the eastern terminus of the road to PEI, and on the completion of the Fredericton Bridge this railway will be a formidable competitor with the Intercolonial Railway for the trade between the Island and the United States, especially since when the goods once touch the Saint John at Gibson the alternative of water carriage will be presented, which will ensure low freights over the railway between Fredericton and Boston. Whether the time will ever come when Miramichi will become a terminus for Atlantic Steamers carrying light freight, mails and passengers, to be taken thence to Montreal and Boston by the shortest possible route, viz., the Northern and Western Railway and the Short Line, may be a matter of question; but it did not seem so to Sandford Fleming, C. E., in regard to Shippegan, which is a few miles nearer Europe by water than Chatham, but is further from Montreal via Boston by rail.

...

As on the completion of the Short line the railway between Mattawamkeag and Fredericton Junction will be common to all routes to the west, it follows that the difference of 182 miles by rail and 139 miles by water will hold good in respect to Montreal, New York or any other point west. If it were thought desirable to make a port on the west of Ireland the European terminus of a fast line of mail express and passenger steamers, the route via Miramichi would be still more shortened as compared with Halifax, and if as compared with Halifax then as compared with any other port in Canada. It would be an easy matter to still further shorten to some extent the railway route from Fredericton to the West if it were desirable to do so in the interest of through travel.

From these facts it will appear that as the great question of the transcontinental travel, of fast time between the old world and the new is under consideration, the claims of the Northern and Western Railway to form a part of any through route can hardly be overlooked. The fish trade from the gulf bids fair to assume larger proportions every year, and this road will be admirably adapted to carry the fish to the West, after the completion of the railway bridge at Fredericton. For example: Chatham to Fredericton Junction via the Northern and Western Railway is 139 miles; while between the same points via the Intercolonial Railway the distance is 214 miles. From Richibucto over both routes the distance is now practically the same, but the construction of a shorty railway through an easy country would make the distance from Richibucto to Fredericton Junction about 40 miles less via the Northern and Western Railway than via the Intercolonial Railway. In other words, the distance from the two principal North Shore fishing ports of Fredericton Junction, a point in common to both routes to the West, will be less than the distance from the same points to Saint John. Under these circumstances it is evident that the Northern and Western Railway will be in a position to be a formidable competitor for the fish trade of the gulf.

The Central Railway company contemplate extending their line from Grand Lake to Doaktown, there to unite with the Northern and Western Railway. This cannot fail to be an important feeder to the Northern and Western Railway. That there is a great future before the Grand Lake coal mines seems quite certain. It is a good steam coal in furnaces constructed for its use; it is a prime blacksmith coal, it is unsurpassed as a cooking coal, and is probably the cheapest coal in the world. Coal and coke will be carried over the Central to Doaktown, and thence to the Intercolonial Railway or to deep water at the Miramichi, to be sent to Quebec and points west by rail or vessel. Whatever magnitude this business may assume, it is safe to say that it is an element which must be taken into account in estimating the future of the Northern and Western Railway.

It would be necessary to prolong this article to an unreasonable length to speak of the advantages which the country intersected by this railway offers to the sportsmen. They are known to be great, and are becoming more and more appreciated every year. Tourist travel over the railway to the fishing and hunting grounds as well as

to the pleasure resorts upon the North Shore will, in the course of a few years, materially add to the summer business of the road, which is by no means unlikely to become what is enterprising projector deserve it should be—a very valuable piece of property.

Gleaner

May 17, 1888

Up the Northern and Western

The Fine Fishing and Pleasure Grounds

Along the line of the Northern and Western Railway

Cheap Excursions Offered to Fishing and Camping parties

The country traversed by the Northern and Western railway offers untold advantages for the sportsman and pleasure seeker in general. At nearly every turn of the road along the upper course of the Nashwaak and down the Miramichi, the most desired fishing, camping and picnic grounds can be had, while all along the route the varied scenery is charming and romantic in the extreme. The road cannot fail to be popular with tourism and sportsmen. It passes through one of the most interesting sections of the province, and near some of the most noted fishing grounds on the continent. A gentleman who recently returned from a trip over this road to Doaktown said that if a railroad running out from some of the large cities traversed such a country as did the Northern and Western, the trains could scarcely accommodate the people that would be desirous of taking advantages of the fishing and pleasure privileges during the summer season.

For a few day's outing, no place affords such interest and pleasure giving resources as do Boiestown and Doaktown or other points of interest along this line. At Cross Creek where the road leaves the Nashwaak and all its grandeur behind, it penetrates a fine stretch of wooded country, just the place where sportsmen love to dwell with rod and gun. The first five miles of the course the road follows the valley of Cross Creek, a stream noted for its unfailing supply of trout, and further on it crosses the creek again. Then comes the watershed between separating the Nashwaak and the Miramichi, on a belt of land which cannot be surpassed in scenery and fertility in the Province. Most of this land is forest covered but not all of it. In descending the watershed to the Taxis and Miramichi rivers, and over the "Big Fill," the steep ravines and rocky scenes afford a most interesting and romantic view for several miles.

The railway strikes the valley of the Taxis river and follows it a short distance to where its waters and that of the southwest Miramichi unite about a quarter of a mile above Boiestown. Here at Boiestown is the sportsmen's headquarters. Visiting tourists and sportsmen all affirm that there is no spot along a line of railway which affords so many excellent advantages to sportsmen and pleasure seekers generally as Boiestown. As before stated, the junction of the Taxis and Miramichi is only about a quarter of a mile distant from the village, a most picturesque and charming spot, not to say anything about its waters teeming with fish.

Doaktown is equally as popular with the sportsmen, and there is scarcely a day passes during the summer season but what Doaktown is visited by one or more pleasure seekers. They go there because every advantage is offered them in the way of fishing and sporting. There is no place that can be reached by rail equal in their advantages in very respect for pleasure-seekers as either Doaktown or Boiestown. To parties going from Fredericton Doaktown is preferable in one respect in that the visitors have an opportunity of taking in the magnificent scenery down the Miramichi. One writer puts it, "The scenery down the Miramichi Valley is a magnificent one. The low, far stretching intervalles and the many and well cultivated islands that stud the river, through which it wends its winding course, besides all the other great varieties of constantly changing scenery peculiar to our New Brunswick woodland and farming districts tend to make the ride along the valley of the Miramichi a most delightful one."

This is the season of the year when pleasure excursions begin. The first one on the Northern and Western will be held on the Queen's birthday. Parties of half a dozen or more can get cheap return tickets at any time during the summer on demand.

or more can get cheap return tickets at any time during the summer on demand.

The Northern and Western company announce cheap excursion rates over their road during this season, beginning with one fare for the round trip on Queen's birthday.

Gleaner

July 19, 1888

Chatham Branch Railway transferred by Snowball to Chatham Railway Company. No change of owner or management; hope of amalgamation with Northern and Western abandoned.

Gleaner

Sept 11, 1888

The Northern and Western Railway

A Large Amount of Stock Taken up in England

It is not correct, as stated recently, in some of the papers, that a large amount of bonds of the Northern and Western railway, floated in the old world, had been taken up by a syndicate of French capitalists. They were taken up in England. The following is from the Canada Gazette, London, of Aug. 30th:

“Messrs. Haggard, Hale and Pixley invite applications for 356,000 pounds first mortgage 5 percent bonds of the Northern and Western Railway Company of New Brunswick. The price of issue is 95 percent, interest in full to date from the 1st September. The bonds mature in 1927. The railway, 116 miles in length, is completed and working, and is leased for fourteen years from 1888, to the Railroad Leasing and Traffic Company of New Brunswick, Limited, at a fixed rental sufficient to pay the interest on the full amount of bonds. The rent for the first five years, paid in advance, will be invested in the name of trustees, in Canadian government securities, as a guarantee fund for the due payment of the interest, so that in addition to the direct obligation of the railway company, and the leasing company, the full amount of interest accruing to the 1st September, 1893, is unconditionally assured, irrespective of the earnings of the line. It is added that the period during which the railway has been open has only been long enough to permit of the traffic being partially developed, particularly as the through connection with the United States and Montreal was not completed by the opening of the railway bridge across the Saint John at Fredericton until the end of last month. The receipts, nevertheless, have, from the time when the line was first opened, been considerably in excess of the working expenses.

Gleaner

Sept 20, 1888

The Northern and Western Railway company have made arrangements to run their trains across the bridge and into the city about the 1st of October, and the Bridge Company for their convenience are erecting a temporary station, just below Mr. John Bebington's on Charlotte St.

Gleaner

Sept 22, 1888

Enlarged Accommodation

In a few days, say the first of October at the latest, the Northern and Western Railway Co. will make Fredericton its starting and its terminal point. Passengers for the north will then board the train below the cathedral, instead of proceeding by coach to Gibson to take the train there. Visitors from the north will be landed on this side. Freight of all classes will be accepted on its side and the goods and merchandise for our own people will be brought almost to their very doors. This is an accommodation which will be thoroughly appreciated by the mercantile and traveling public. October the first will therefore practically be the date of the opening of the new bridge to the business of the country.

This new departure of the Northern and Western, our people will naturally expect, will be followed by enlarged accommodation on the part of the New Brunswick Railway Company. Manager Cram, ever with a sharp eye for new business, will no doubt offer increased facilities to secure that business. By connection with the Northern and Western via the bridge road he will catch all of the

connection with the Northern and Western via the bridge road, he will catch all of the profitable fish traffic of the north, and large portions of the general business of the Miramichi. By the connection offered with his line on the Gibson side he may accommodate the business men of the various local centers in that direction, and by through trains to Quebec via the bridge he will have extended to the trading public enlarged facilities and opened new fields for business which must be a source of profit to his own road. We trust therefore that we will soon have the pleasure of announcing that the New Brunswick will enlarge its accommodations by way of the bridge. Our people will certainly appreciate any move in that direction. Manager Cram will have consulted our business interests if he, at an early day, extends to us the increased facilities which we have pointed out, and we may venture to say that he will at the same time have consulted the interests of his own road.

March 26, 1889

The World says that Mr. Edward Jack has just completed, on behalf of Mr. Alex. Gibson, the purchase of the Scott Fairley mill and residence at Blackville, and the Fairley lumber land and leases, for \$22,000. It is the old McLaggan mill at the mouth of Bartholomew river, and is capable of cutting one million a month. The residence is one of the finest in the village. The land consists of 6000 acres, and the leases cover 101 square miles, all on Bartholomew River. The river is 30 to 35 miles long, and one of the best spruce rivers in the province. Mrs. John Fairley had a third interest in the property.

Gleaner

April 16, 1889

An innocent little bill changing the name of the Northern and Western Railway to the Canada Eastern consequent no doubt upon the intention to amalgamate the Chatham Railway and the Northern and Western and to run the two as one road, has excited some adverse criticism in the assembly. . . .

Gleaner

May 14, 1889

A Fast Train Service

The Northern and Western railway company are publishing a new time table, to take effect on Monday next. Under the new arrangement Fredericton will have fast train service with Chatham, the trip between the two points to be made in five hours. A fast passenger and mail express will leave Chatham at 1 in the morning arriving here at 10:35. Returning will leave Fredericton at 3 in the afternoon, arriving there at 8:20, thus giving Chatham people a chance to come here, transact business and return the same night. (The editor describes this innovation as "characteristic enterprise" for the railway company.)

Gleaner

Nov 27, 1889

Business on the Northern and Western

The freight and passenger business on the Northern and Western Railway is constantly increasing. Large quantities of goods are daily brought into the city over this road. Jr. John Gibson is having a large quantity of hard wood brought down to Marysville.

Gleaner

May 3, 1890

The Driving on the Nashwaak

A citizen who was at Blackville yesterday, says that the driving on Cross Creek, a branch of Nashwaak, is excellent, and that the logs which are coming down that stream are of large size. He says that the now does not appear to be deep in the woods, as seen from the cars, and that it has disappeared from the cleared lands between Fredericton and Blackville almost entirely. only a few banks being seen here and

there. Some of the new logs are also coming down the Nashwaak, a considerable number having passed the covered bridge. Blackville mill has been overhauled and put in first-class order. Among other woods, the is mill has been turning out some excellent hardwood plank from birch logs, which were hauled from the stump directly to the mill. Yesterday a special brought over from Blackville some deals as well as a quantity of hardwood edgings, which will no doubt be quickly disposed of here.

Gleaner

May 20, 1890

Amalgamation of the Northern and Western and Chatham branch railroads of Canada Eastern.

The Herald

June 30, 1890

Gibson's Blackville Mill

Gibson's saw-mill at Blackville during the past week ahs been cutting birch logs and a large force has been employed. Mr. Gibson, having purchased the logs put into Bartholomew river last winter by Messrs. John McLaggan and Jas. Robinson, will have a total of over five millions of manufacture at this mill, which will probably occupy the whole season.—Globe

The Herald

Sept 24, 1890

Scowing Deals

As navigation is expected to close in a few days the owners of the woodboats have put their vessels into their winter quarters. Mr. Gibson having a large quantity of deals has been obliged to hire a large number of scows. The deals came from the Blackville mills.

Gleaner

Oct 27, 1890

Marysville

Mr. Charles Fisher has had a number of building lots surveyed, and several more fine residences will grace the water front.

A very large quantity of laths is lying at Gibson wharf awaiting shipment, while the Blackville mill is sending over six cars each of lath and deal daily.

Gleaner

Oct 31, 1890

Blackville Mill

Mr. Gibson's mill at Blackville will close down in about a fortnight as the logs will be sawn by that time. A large crew was sent over from Marysville about a month since and they have been running the mill by night. A fine lot of deal has been manufactured and put out in good condition.

Gleaner

July 27, 1891

Cars of Lumber

There are about thirty cars of laths and deal, the former from Marysville and the latter from Mr. Gibson's Blackville Mill, at the Canada Eastern wharf waiting shipment . The scow flotilla does not have to wait for a lead, the only difficulty is to get the lumber away fast enough.

Gleaner

Aug 12, 1891

*Along the Canada Eastern

The Herald
Oct 31, 1891

On! Stanley, On!

Sights and Scenes of the Trip. The Village
Its Points of Interest, Its Industries and People

Taking the train at Fredericton, in a moment we are crossing the noble Saint John river, on the magnificent iron bridge and reaching its eastern extremity. We are at Gibson, named after Alexander Gibson, the promoter and builder of the Canada Eastern. Getting a few more passengers here, all aboard is sounded and with a rush we are away for Marysville, the hive of industry and the only town in the Dominion, in fact in America, that is the work of one man. We may use the world famous epitaph, "Should you seek his monument, look around."

[Cf. stone plaque at burial site in St. Paul's cathedral:

With a rattle and roar the train is away, past saw mills with their piles of boards and other lumber, groups of men clustered round some heap of timber that may be the deck of a man of war or form the pulpit of a majestic cathedral. Here is a crew excavating the foundation and forming the frame of a new mill of large dimensions [shingle mill], over there, across the strea, seen through the mist arising from the falling waters of the dam is the great cotton mill with its world of spindle and its necessary adjuncts of dwelling houses clustered round, forming homes, happy, comfortable and tasty for the many laborers who nestle in the hive. As we turn this curve high up above our heads towers the tall spire of the Marysville church, one of the beauties of the town.

Away we rush; here the Nashwaak flows on with steady sweep, long the only means of reaching the market of the world now lying supinely, watching the progress of its busy rival the locomotive. We are down in the valley, but in imagination can look over the bordering hills and see the wide sweep of fertile lands on either side that will yet teem with a large population, now the scene of happy homes, smiling fields, well fed and sleep cattle and horses like those of the desert, "strong, docile and winged like eagles for flight."

Rush and rod, shadow and sunshine, towering hills and sweeping valley, we move on amidst all; the brain not able to keep up with the eye in the multitude of pictures presented for its contemplation.

With a rapid turn the Peniac stream is passed and now we are flying over the farms of James Gibson, N. Price, L. and G. Goodspeed, all level lands, showing in the newly ploughed fields the soil that makes the butter and cheese of this district so much sought after. Pasture land is on either side of us receding from the river till it is lost in the surrounding forests. Here on the western side may be seen Nashwaak village, one of the lively places in the old staging days, the first change of horses from the city. Howe the yards of its hostelrys rang in bye gone days with the shouts and laughter, complaints and groans of the pleased and displeased passengers, now the iron horse has changed it all. The village is side traced, so to speak, and with the exception of a call now and then from a passing farmer or a party driving for pleasure it has lost its former grandeur as a hotel village. But the people in their wide, well tilled acres know no want. They are happy, industrious and intelligent, and Nashwaak village has the honor of having sent one of the ablest representatives to parliament that ever graced our legislative halls.

It is the same continuous line of travel as we move along; now we cut across the midst of a turnip field, here on one side the stubble shows the heavy crops of oats, on the surrounding hill sides, the dark color of the soil, only partly hidden by the remains of a cro, show that buckwheat has been thrifty. Orchard and meadow, cultivated fields and pasture lands, neat cottages, the homes of peace and contentment, churches of different kinds, the gathering places of different denominations, clumps, groves and forests of wildwoods, these in all shades and tints of autumn beauty greet the passenger by the Canada Eastern. The officials of the road, from the highest to the lowest, are men that suit the position, they feel it their duty to please the passengers and do it in the right way.

But while we are musing the cry of "Cross Creek" rings through the car and here we leave the train to take stage for Stanley. . . .

But space and time hurry us on and a call must be made at Sanson's mill. This is a new structure, erected on the site of the one burned about two years since. It is run by water, contains a rotary and shingle machine and has a good grist mill in connection. By the number of teams loading up with flour of different kinds, there has been a good crop of grain in Stanley and is all coming to this mill. . . .

The Herald

Dec 5, 1891

the Canada Eastern

We believe a change has taken place in the management of the Canada Eastern railway. At a meeting of the board of trade held here on Friday afternoon, Mr. Gibson returned from the management of the road and the duties were temporarily imposed upon Mr. Snowball, the president. Mr. Gibson's over business in connection with the cotton mill and lumber trade, and more particularly now that he is going largely into the shingle manufacture, have been making such demands upon his time of late, that he could no longer give proper attention to the railway. **it is understood that Mr. Snowball has been prevailed upon by Mr. Gibson to take the management temporarily until permanent arrangements can be made.** There is an impression that no very extensive changes will be made in the staff, and we believe this is Mr. Gibson's wish. Mr. Hoben has been a very popular, and we have no doubt, very efficient superintendent of the road, and we trust nothing may render a change necessary.

Gleaner

Dec 9, 1891

To Use the Bridge

Manager Snowball, of the Canada Eastern, has decided to continue to use the railway bridge. He was of the opinion that the rates were too high but on looking more closely into the matter he discovered that it was the public and not the railway company who were in reality paying the rates. The railway merely collected for the bridge company.

Gleaner

Dec 11, 1891

*Canada Eastern

Gleaner

Jan 12, 1892

Removed to Chatham

The headquarters of the Canada Eastern railway have been removed to Chatham and the Gibson office is now as quiet as a country way station. The officers left for Chatham on Friday last with their books, papers and all the other equipages of a head office.

The Herald

may 7, 1892

Some Mistake

The Advance says: "Mr. Gibson seems to have found that he cannot operate is Blackville mill on the Bartholomew river to advantage. He has, therefore, sold the stock of logs which he intended to manufacture there, to William Richards, who will, no doubt, saw them at his Chatham mill. These logs, about four millions feet, will be a valuable addition to Mr. Richards' stock for the season, especially as the outlook for driving is so very poor, and they will lessen the Saint John shipments to a corresponding extent." There appears to be some mistake about this, as the mill has been thoroughly refitted and made ready for a big summer's work.

Gleaner

June 8, 1892

Meeting of Directors of Canada Eastern Railway

At the annual meeting of the directors of Canada Eastern Railway held yesterday afternoon, Mr. Alex. Gibson was appointed president and Mr. J. B. Snowball manager. Mr. Jas. S. Neill was appointed a director in place of Marshall Rioney deceased.

Saint John Sun

June 11, 1892

He also has a mill at Blackville, on the Canada Eastern Railway, that employs 30 men and cut about 5,000,000 feet per annum. This property was formerly owned by Alex. McLaggan, **who made a fortune there**. His heirs sold to the Messrs. Fairley, who in turn sold to Mister Gibson. Bartholomew's River, which supplied the mill, was well spruced, and there is still plenty of wood along it. As it is so near the railway, the cost of portaging, log hauling and river driving will be probably less than on any branch of the Miramichi. The deals are brought by rail to Gibson, at the mouth of the Nashwaak, and there with the product of the Marysville mill are placed upon lighters which Mister Gibson had specially built for the purpose, and towed to Saint John, whence the long lumber goes to the English markets. The singles and laths from the Marysville mills are in the summer season loaded on schooner at Gibson (at the mouth of the Nashwaak) and shipped direct to the United States market in that way. In winter they are forwarded by rail.

Gleaner

Nov 21, 1892

Mr. Alexander Gibson Jr. started this morning with a large crew of men to commence operations at Forbes' Siding on the Canada Eastern Railway. Mr. Gibson intends clearing a large block this winter.

Train Accommodation in Marysville

The Canada Eastern railway company are making arrangements to take off one of their freight trains between Chatham and this city and will place an accommodation train on the line between Marysville and this city. This accommodation will make several trips a day and will be a great convenience to the people of both towns.

Gleaner

April 22, 1893

All Ready for the Logs

The saw mills at Marysville have closed for a few days, having finished the lumber received by the Canada Eastern. They will soon start up again as the river is about clear of ice and the prospects for driving on the Nashwaak are reported good, a before many days the logs will begin to pour into the booms.

Gleaner

April 24, 1893

Loading Already for Shipment

The tug G. D. Hunter arrived on Saturday with nine large scows in tow for Mr. Gibson, and landed at the Canada Eastern Railway wharf. The deals were in readiness, and the men are now as busy as bees loading the scows for Saint John where the deals are transshipped for Liverpool. The Nashwaak is well lined with rafts of deals which would indicate that Mr. Gibson at least is in a position to take whatever advantage there may be in early spring shipments.

Herald

July 1, 1893

Canada Eastern

The annual meeting of the Canada Eastern Railway company has been further adjourned till July 15th, when if the present understanding is carried into effect, the road will again pass to the management of Alex. Gibson.. The rumor that if Mr. Gibson got control of the road it would soon become the property of the Canadian Pacific Railway has no foundation in fact.

Gleaner

July 15, 1893

The Canada Eastern Railway

Mr. Gibson has assumed control of the Canada Eastern Railway Company and the headquarters of the road will be transferred at once from Chatham to this city. Nearly all the employees under Mr. Gibson's former management will be restored to their old positions. The staff of Chatham men appointed by Mr. Snowball some two or three years ago being retired. Mr. Thomas Hoben has already taken charge as superintendent and Mr. P. A. Logan will again be mechanical boss. The change in the management is welcome news indeed to the citizens of Fredericton who for the past two or three years have seen the road run from a Chatham standpoint without regard for the interests of this city.

Gleaner

July 18, 1893

The Canada Eastern

Reorganizing the Staff – All Interests Being Consulted Carefully – The Changes

The books, safe and office furniture of the Canada Eastern Railway Company were yesterday removed from Chatham to Gibson which place will hereafter be the headquarters of the Company. The new order of thing began yesterday, but it will be some days before regular organization is effected under the new management.

Superintendent Hoben was in Chatham on Saturday arranging matters and getting his staff of assistant together. His inclination appears to be to make as few changes in the staff as possible. His object will be to secure the best men regardless of locality. As stated in a former issue Mr. P. A. Logan becomes mechanical superintendent in place of Mr. Alcorn. Mr. Logan had been mechanical superintendent of the Canada Eastern under Mr. Gibson to whose service he had been for about twenty year, faithfully and satisfactorily discharging all the duties required of him. In Mr. Snowball's time Mr. Logan was forced to give way to Mr. Alcorn. It was therefore reasonable that Mr. Logan should be tendered his former position on Mr. Gibson again assuming control and proprietorship even though there were no complaint whatsoever nor any dissatisfaction with Mr. Alcorn. Mr. Watters, the ex-superintendent and Mr. S. McAloon, the ex-paymaster, have been offered it is said good positions in the service. Mr. Sha? Is a very efficient officer, takes his former position as auditor, and yesterday arrived at Gibson to resume his duties. John Yerxa again went on as a conductor of the accommodation yesterday. As one of the most popular conductors of the Canada Eastern under Mr. Gibson's first management he was heartily welcomed at all of the stations along the line. Conductor O. Sterling, formerly of the accommodation, is now in charge of the special. Conductor Logan of the accommodation remains in the position he has so well filled for some years past. Driver George Logan, who left the road under Mr. Snowball's management, has been re-appointed, and driver Vanstone of the accommodation takes the special. Mr. Logan took his train out this morning. Trackmaster Johnston, dismissed by Mr. Snowball about three weeks ago, resumed his duties yesterday. Mr. Gibson and superintendent Hoban left for Chatham this morning to get other matters in connection with the road arranged.

Gleaner

July 21, 1893

The Canada Eastern

The new summer time table of the Canada Eastern Railway will come into effect on Monday next, July 24th. By the new arrangement passengers will have pretty close connection at Chatham Junction with the Intercolonial accommodation for the north, and passengers from Chatham and other northern points will arrive in Fredericton in time to take the CPR train in the afternoon for St. John, Montreal and Boston. The train will leave Fredericton for Chatham at 7:30 am, standard time, arriving at Chatham Junction at 1:45 pm, and cat Chatham at 2:30 pm. Trains will leave Chatham at 8 am, Chatham Junction at 8:40 arriving at Fredericton at 2 pm in time to connect with the CPR. On the Indiantown branch, which is also under Mr. Gibson's

with the CPR. On the Indiantown branch, which is also under Mr. Gibson's management, trains will leave Blackville for Indiantown at 7 am, arriving at the latter place at 8. At 5 pm trains leave Indiantown for Blackville. This arrangement will give general satisfaction.

Gleaner

July 22, 1893

The Canada Eastern

The change in the management of the Canada Eastern Railway Company naturally involved removing the headquarters of the company from Chatham to Gibson, where the business of the road could be under the immediate supervision of the manager, Mr. Gibson. When Mr. Snowball assumed control some two years ago he removed the headquarters from Gibson to Chatham for his convenience in management. It would have been very awkward for him to manage the affairs of the road from Chatham with the head offices and leading officers at Gibson. And so with Mr. Gibson. His interests could not well be consulted while the headquarters were located at any great distance from his place of residence.

We are not in a position to say just what the policy of the new management will be, but we are free to express the belief that efforts will be made to popularize the road, to merit a larger passenger traffic, a larger local freight business, and to reach out for a larger proportion of through freight. Local business can be developed by encouraging local enterprise. It would be unlike Mr. Gibson, now that he has become proprietor and manager of the road, not to offer every encouragement to local industries along the line. The north is fertile in resources, in lumber particularly, and where his needs as a shipper can be supplied on the Miramichi, we imagine that Mr. Gibson will be a ready purchaser, and that others will follow in the same line. This will give an impetus to business along the route of the Canada Eastern which can not fail to be profitable to the road itself. In through freight Chatham at present offers a large patronage in fish and that class of exports and were there a line of steamers from Chatham to Prince Edward Island the Canada Eastern because of its advantages in close connections could command a large proportion of the great export trade of that Island. We repeat that we are not aware of Mr. Gibson's intentions, but we would not be at all surprised to learn that in the near future he will reach out for P.E.I. Business.

We are confident that the business men of Chatham and Fredericton will not be slow to second the efforts of Mr. Gibson and superintendent Hoben to make the Canada Eastern a paying enterprise. It is decidedly to the interest of the two towns that the road should be a success. Being the only road to Fredericton absolutely free from the influences of the CPR it keeps our freights considerably below monopoly rates. Its close connection with the CPR's great rivals gives it other advantages which Fredericton should appreciate, and we are pleased to find in the city a very general, and still growing, disposition to patronize the Canada Eastern.

Herald

July 22, 1893

Changes and Changes

Mr. Snowball has resigned the management of the Central Eastern Railway and Mr. Gibson has full control. It is just the reverse of the system in vogue a week since. John Yerxa has again put on the conductor's cap and follows John Boyd's engine. George Logan handles the throttle on Al. Logan's train, Dave Vanstone takes out specials, Charles Sterling runs the freight with Pat Ivory in the cab. T. H. Hoben has the management with Joseph Shaw in the office. Messrs. Waycott and Wetmore will not at present do anything in the railway line. Nick Ivory runs the Indiantown branch which was opened to traffic yesterday.

Gleaner

Aug 8, 1893

Suburban Train Service

A Change of Time Table Between Fredericton and St. Mary's

The time table of the suburban train between Fredericton and Marysville will be changed on Thursday next so as to allow of another train being added to the service for the better accommodation of the large number taking advantage of this route

for the better accommodation of the large number taking advantage of this route. After Thursday there will be seven trains a day to Marysville in this service and the same number from Marysville to Fredericton. Trains will leave Fredericton local time, at 6:15 am, 7 am, 11:25 am, 2:35 pm, 5 pm, 6:30 pm and 9:05 pm. Returning will leave Marysville at 6:35 am, 7:35 am, 1:05 pm, 4:35 pm 6:10 pm, 6:55 pm and 9:20 pm for Gibson. The suburban service is now a permanent institution.

Gleaner

Aug 22, 1893

Inspired by Mr. Blair

The Daily Telegraph of Wednesday last, whose utterances are inspired chiefly by Mr. Blair, refers to Finance Minister Foster's visit to Marysville:

“Tomorrow morning Mr. Foster will visit Marysville and will (probably) enter into confidential negotiations with Alex. Gibson, looking to his continued support of the Tory party at the next Dominion election. Mr. Gibson will probably demand some new privileges for the Canada Eastern and a further rebate of the interest accruing due on the loan from the Federal government to the Fredericton and St. Mary's Railway Bridge Company, and he will in all probability get what he wants.”

Gleaner

Oct 14, 1893

Smart Villages

Three Prosperous Places – Boiestown, Doaktown, and Blackville on the Canada Eastern

...

Blackville is also booming and its people are well satisfied with the prospects. It can be said that this prosperity is due in a large measure to the liberal and sound business policy of the present manager and the superintendent of the Canada Eastern Railway. [Mr. Gibson and Mr. Hoben]

Gleaner

Nov 6, 1893

A Pulp Mill

There is a gentleman now in Saint John who is said to be looking for a site upon which to erect a pulp mill. If this gentleman represents a syndicate of men of means whose object is to establish a paying enterprise he will come to Fredericton, Gibson, Marysville or some other section along the line of the Canada Eastern Railway, where can secure on the spot all the advantages necessary to make a success of pulp works. In Saint John he will be required to go a great distance from his factory for their wood or water. If he build within the limits of the water supply system he will be obliged to go a long distance, at considerable expense, for his wood. If he should locate on a site within easy reach of the wood, he will be obliged to spend thousands of dollars to lay pipes to carry the necessary supply of fresh water to the factory; salt water cannot be used in the manufacture of pulp. Here he can have wood and water at the door of his factory. He can have these also at Gibson, at Marysville, at Boiestown, at Doaktown, and other places on the Canada Eastern. He can erect and equip a mill here fully thirty-five percent cheaper than in Saint John; he can operate his enterprise here at a figure considerably less than in Saint John. Perhaps the manufacturers' committee of the Fredericton Board of Trade may see the advisability of giving this matter some attention.

Date October 25 1893

County York

Place Fredericton

Newspaper New Brunswick Reporter and Fredericton Advertiser

Scott FAIRLEY, Blackville (North. Co.), at one time one of Miramichi's leading lumber merchants, died at his home Sunday morn. last after a protracted illness. Mr. Fairley retired some years ago from active business life. and since then he has not

enjoyed good health. The mill, at which he made a large portion of his money, he sold five or six years ago to Mr. GIBSON. - 'Gleaner'

Gleaner
Nov 22, 1893
Blackville

The Mill About Finishing the Season's Work.

It is expected that the Gibson mill will finish cutting the logs on hand in a day or two. It will not get through any too early, for the pond is firmly frozen over and considerable difficulty is experienced in getting the logs out of the ice. The cut for the season is probably the largest in the history of the mill, being about 6 million. The firm has about the same number of men in the woods as last winter, but the output is not expected to be so heavy, that of last year being much above the average.

Gleaner
June 8, 1894
Another Mill

To Saw 4,000,000 Feet of Hemlock Logs per Year

To be Started on the Line of the Canada Eastern

Hundreds of Millions of Feet of Hemlock on the Miramichi

Another milling enterprise that will be of great benefit to New Brunswick and indirectly to Fredericton, is about to be inaugurated. Mr. Elisha Gilpatrick and other American gentlemen purpose erecting a large mill somewhere along the line of the Canada Eastern Railway. In this mill it is proposed to make use of hemlock logs. These logs will be sawn into boards. The boards will then be planed and dried, and shipped by rail to the United States market. The drying process will occupy about six weeks, and after they have been dried for that length of time the weight will be much less, and the expense of shipping will decrease accordingly.

The capacity of the mill will be about 4 million feet per year. The undertaking is under the auspices of Mr. Alex. Gibson, the lumber king of the Nashwaak. Mr. Gibson is the first person to show the lumbermen of the Miramichi how to utilize the hemlock logs. There are hundreds of millions of feet of these logs rotting in the Miramichi woods, and this enterprise will mean the saving to the province of thousands of dollars per year that would otherwise be an utter loss.

Gleaner
July 20, 1894
To Extend the Line

The Canada Eastern are purchasing 30,000 hemlock, cedar or spruce to be used for extending the line from Chatham to Black Brook and building a loop line to Nelson. The ties are to be delivered anywhere along the line of the Canada Eastern before August 29.

Gleaner
Aug 7, 1894
Black Brook Extension

President Gibson and superintendent Hoben of the Canada Eastern left for Chatham this morning by special train to inspect the work being done on the Black Brook extension which is now being pushed along at a lively yet prudent rate. Mr. Gibson expects to have the road open for traffic on or about the first of September, provided of course that no unforeseen difficulties present themselves. This Black Brook extension will be the quickest built, and at the same time one of the best pieces of new road in Canada.

Gleaner
Aug 16, 1894
Lord and Lady Aberdeen
At Marysville

Lord and Lady Aberdeen . . . took a special train this morning at 10:45 over the

Canada Eastern Railway for Marysville. On their arrival at that place, they were met at the station and welcomed by Mr. Alexander Gibson, His Worship, Mayor Gibson and Mr. C. H. Hatt. Mr. Gibson took Lord Aberdeen under his personal charge, and the party were conducted through the cotton mill and shown the various operations. After the inspection of the mill, the party was taken to the church and shown the beauties of this gem in ecclesiastical architecture. The party then proceeded to Mr. Gibson's residence and were introduced to Mr. Gibson and her daughters, Mrs. Hatt, and Mrs. Merritt.

Gleaner

Sept 7, 1894

Pushing Black Brook Extension

General Manager Gibson and Supt. Hoben of the Canada Eastern left this morning for Chatham to inspect the progress of the work on the Black Brook extension. The work on this extension is being pushed rapidly. Over four miles of rails have already been laid. Yesterday five eighths of a mile of track was laid, a very good day's work. The pay for the navvies for last month's work left Auditor Shaw's office this morning.

Gleaner

Sept 8, 1894

Busy Blackville

...

Blackville is to be benefitted by the building of a second mill, Mr. Gibson having decided to erect one for the manufacture of hemlock boards. In the past millions of feet of this class of wood, felled for the sake of the bark, have been left to rot in the woods. The new mill will be a boon to the place, preventing this wholesale waste, besides giving employment to a large number of men. The people of the place appreciate highly the new enterprise of Mr. Gibson and hope to see their little village become a second Marysville.

A large quantity of hemlock bark will be exported this year. It is computed that about 4,000 cords will be shipped from the village siding alone, besides a large quantity from the station, Keenan's siding and other points between Upper Blackville and Indiantown. The principal market is the United States.

Black Brook

Some of the Benefits from Canada Eastern Extension

How It will Affect Fredericton's Business Relations

Black Brook as a Summer Resort

Boom in Property

It is doubtful if any piece of railroad in Canada has been pushed to completion as quickly or with as much energy as has the Black Brook extension of the Canada Eastern. The last week in June it was announced that a subsidy had been granted for the road and work was commenced about July 1st. Tonight the rails will be laid from Chatham to Black Brook, a distance of over five miles.

Not only has the construction on the road been pushed, but the station at Black Brook end will soon be erected. It is being framed and partly built in Marysville, and will be shipped from there by rail to Black Brook and will be put up at once. The management of the Canada Eastern have shown what energy and good management can do in the way of building railroads.

Black Brook is a busy village. There are several important industries in this place, chief among them being the canning business of Messrs. A. and R. Loggie. This firm does a large business in canned fish, probably the largest in the province. Besides this they also can blueberries and other fruits. Their blueberry pack this year was very large. In all they put up 800 tons or 1,600,000 pounds of blueberries, paying for them 1 1/2 cents per pound or \$24,000, which was distributed among the people in that vicinity. These goods will be shipped largely to the American market and will be a source of revenue to the Canada Eastern.

The opening of this branch of the Canada Eastern will be directly beneficial to the merchants of this city. Hitherto Black Brook has had no railway connection and all their goods had to be bought delivered at Newcastle from when they were taken by

water to Black Brook. Now that the railroad is built to the village, the supplies will naturally come in that way.

The wholesale merchants of Fredericton can buy goods just as cheaply as can those of Saint John. The freight rates from the upper provinces to Fredericton are the same as those to Saint John, and our merchants can get a cheaper rate of freight to Black Brook than can possibly be obtained by Saint John merchants. In the latter case the goods will have to go over two railways, from Fredericton they go over only one.

When Sir W. C. Van Horne went down the Miramichi river not long ago, he said of Black Brook that it was one of the prettiest places he had ever seen. The new railway runs into the village at an elevation that gives a magnificent view of the river. The beaches just below the village are good for bathing and the water in the river is salt.

Property in Black Brook has taken a sudden boom, and is rapidly increasing in value.

Gleaner

Sept 17, 1894

New Mill at Blackville

A Steam Dryer contemplated at part of the Plant

The new mill which Mr. Alex. Gibson is building at Blackville is to be a large one. The site has already been located, and work on the building is progressing. Mr. F. P. Thompson, of the firm of McFarlane, Thompson and Anderson of their city, was over the Canada Eastern with Mr. Gibson the other day and examined the site. This firm are now making the castings for the furnaces of the new mill, and are negotiating about the rest of the machinery required.

The mill is to be 120x60 feet, with engine house of 60x40 feet. The mill will be a gang mill. Mr. Gibson is contemplating a steam dryer, the building for which would be 85x50 feet. This would enable Mr. Gibson to have the lumber cut one day, put in the dryer, and the next day it would be dried ready for shipment thus saving much time in the lumber reaching the market.

Northumberland

70.595

No. 468.

Peter McLaggan to Alexander Gibson

\$1,200

Parish Blackville

Bartholomew's River / Miramichi River area

15 acres minus border each side railway total 12 acres

Sept 24, 1894

Gleaner

Sept 27, 1894

The Nashwaak and Miramichi

A Prosperous and Enterprising Section of the Province

That section of country along the line of the Canada Eastern is undoubtedly one of the most promising sections in the province. Along the Nashwaak a busy, prosperous and contented people are working their farms scientifically, and with ambition, and with confidence in the future. They lose no opportunity to turn their commodities into cash profitably. If one might judge from the number of cars standing on the sidings, loading and waiting to be loaded, the farms of the Nashwaak are big shippers and good patrons of the Canada Eastern. There is quite a stir at Cross Creek, where the people of Stanley do business with the road. Boiestown and Doaktown are going ahead fast. Six or seven new buildings of fine appearance, and commodious, at once attract the eye in the first mentioned place. Milling is the principal industry and a large business is done in hemlock bark and sleepers. Doaktown has some thirteen or fourteen new buildings, and five or six factories and mill of different kinds. Mr. Harvey Doak is now strengthening the foundation of his mill and making other improvements that

will give him much better facilities for his ever increasing business. At Blackville, another important station on the line, and one of the best feeders of the road, men are at work excavating for Mr. Gibson's new mill, which will be erected next spring to saw hemlock boards. Mr. Gibson is getting out a large quantity of hemlock bark, and the logs from which this bark is taken will be sawed at the new mill. At Black Brook, which must eventually be one of the most important, if not the most important station on the Canada Eastern, the Stewart Mill is being put in readiness for operation, as stated in another column; and Messrs. A. And R. Loggie are doing an enormous business in shipping fish and other canned goods to the United States.

The section through which the Canada Eastern runs has great resources, and as long as the people continue, with intelligent industry and enterprise, to develop these resources they will be prosperous.

The Marysville Picnic

A Grand Run to Black Brook and a Very Pleasant Time

It was a very pleasant picnic at Black Brook yesterday. Fully 750 people boarded a train of ten cars at Marysville at 7:30 to make a day of sight-seeing and enjoyment. The scholars and teachers of the Marysville Methodist Church, for whom the picnic was given, were all in attendance. The Boys' Brigade were there also under command of Capt. Merritt, with their well equipped fife and drum band. They made a fine appearance in their march from the hall to the train. It was interesting indeed to watch the little ones hustling for their seats in anticipation of a grand day's outing. Full of life and the buoyance so characteristic of Marysville they were indeed a stirring lot. The cotton mill and the saw and lath and shingle mills were shut down for the day and many of the operators and other employes were also there. His Worship Mayor Gibson and family, and Mr. Alex. Gibson and family with some guests were likewise moving around among the immense number that had congregated at the station, when the bands, played some favourite airs. The run to Black Brook, one hundred and twenty-five miles, was made in a little less than five hours, with nine stops. It was a very pleasant trip. The road bed was in excellent condition, the cars were comfortable, clean and commodious. Engineer Boyd was in charge of one of the best engines on the road, and conductor Chas. Sterling was doing the agreeable with all of his passengers. Mr. Gibson and Superintendent Hoben likewise made things comfortable. The various points of interest on the road were admired by all, but nothing brought forth more favorable comment than the solidity and general superiority of the work on the Black Brook extension. At one o'clock dinner was ready. The field in rear of the station was dotted with table cloths upon which were spread the delicacies of the season prepared in grand style and in abundance. After dinner the bands entertained those who were fond of music, and others, whose attention was attracted more by the grand scenery about them, and by the enterprises of Messrs. A. And R. Loggie, moved about as their taste and curiosity directed. Black Brook is decidedly one of the best, if not the best, summer resorts in New Brunswick, and when its advantages are better known it will be very liberally patronized by summer tourists. Its atmosphere is clear and invigorating. It is absolutely free at all times from the depressing influences known to the resorts in close proximity to the gulf coasts and the bay shores; its scenery is more interesting and picturesque, and the facilities for enjoyment are unexcelled. It was certainly a happy idea of Mr. Gibson when he chose Black Brook as the place for the Sunday School picnic. The party had been enjoying themselves for upwards of three hours, when the whistle of the engine announced that the hour to return had arrived. The boys' brigade had had their march to the music of their fine band, the visitors had taken in many of the points of interest, but the time had passed so quickly one could scarcely believe it to be 3:30 when the engine backed into position. All had been well provided with dinner, but the train had not been long underway on its return trip when the teachers of the school were passing around with their baskets and liberally supplying all who could be tempted then to take lunch. It was not quite eight o'clock when the train reached Marysville four hours and twenty minutes from the hour of starting. Altogether yesterday was an exceptionally pleasant and profitable day for those who went to Black Brook.

Nov 3, 1894

The C. P. R. And Fredericton

The C. P. R. Discriminated very largely against Fredericton in favor of Saint John in the matter of freights up to within a year or so ago. Complaints had frequently been made by our merchants, and manufacturers about this discrimination, but the railway authorities paid no heed to them until the Canada Eastern under the new management, came actively into competition for the upper provinces business; then the big corporation came to time; and gave our business men the rates they had been asking. They gave Fredericton the Saint John rate only when they were obliged to do so to hold business.

It was well for Fredericton that the Canada Eastern company were in a position to make a reasonable rate; had they not been in that position, our merchants would no doubt be suffering yet under the old discriminating tariff. Very recent events support this belief. . . . It will thus be readily seen that Fredericton's business interests are best consulted in liberally patronizing the Canada Eastern Railway, for the larger their traffic the better is the position of that company to secure for our people the best rates possible. Destroy the present high standing of the Canada Eastern with its connecting lines and Fredericton is again at the mercy of the Canadian Pacific Railway. We are glad to see that many of our importers have a due appreciation of the situation, and that daily others are awakening to a proper sense of their duty to themselves and to the town in its connection. In October the Canada Eastern did the largest month's business in the history of the road.

Gleaner

Jan 14, 1895

Special Log Trains

the Canada Eastern is kept very busy these days. Every day now a special log train brings in from twelve to sixteen cars of logs from points west of Boiestown to Marysville. These logs will be sawed in the early spring before the regular drive from the headwaters of the Nashwaak reaches there.

Fredericton Herald

Feb 16, 1895

A Note from Mr. Gregory

To the Editor of the Herald:

Sir,

It has been sought, unjustly, to attribute to Mr. Gibson some corrupt deal with the Dominion government in relation to supposed sale of the railroad between Blackville and Indiantown, a distance of nine miles, for \$60,000.

As there exists no ground whatever for imputing improper conduct to any person, and the matter has become the subject of public talk, I think it but fair, as Secretary of the Canada Eastern Railway company, to state the facts upon which the scandal sought to be circulated, rests. Mr. P. Hennesy of Newcastle, the secretary of the Newcastle Board of Trade, applied to the management of the Canada Eastern Railway Company to know upon what terms the road between Blackville and Indiantown could be bought or leased; and on the 26th January last I was directed as Secretary of the Company to write, and I did write, Mr. Hennesy that the Company would sell the road for \$60,000 or lease it for twenty-five years at an annual rental of \$3,000, the offer to be open for two months.

These are the facts, and there the matter rests.

Yours,

George F. Gregory

[The public will no doubt be very much obliged to Mr. Gregory for the information he furnished in this matter, but it adds nothing new to the controversy. Possibly Mr. Gregory states all he knows about the transaction, but we decline to believe that he is fully conversant with all of Mr. Gibson's business and political transactions. It is not likely that Mr. Gibson would unbosom himself to a prospective Liberal candidate, as Mr. Gregory was when he wrote the above letter on behalf of Mr. Gibson. Did Mr. Gregory know, for instance, that delegation of the Newcastle Board of Trade had an interview by appointment with Superintendent Hoben, acting for Mr. Gibson, regarding the proposed sale of the railway? The Herald has authority for stating that

regarding the proposed sale of the railway? The Herald has authority for stating that such an interview did take place, that Mr. Hoben met the delegates at Nelson and the matter was discussed. Nobody supposes that the Newcastle Board of Trade wants to buy the railway Mr. Gibson has for sale.--Ed. Herald]

Gleaner

May 2, 1896

Blackville

. . . Mr. Gibson's Bartholomew river logs, of which, including hemlock and spruce, there are about 12 million, are beginning to come into the mill pond. To handle the increased output a rotary mill is being put in in addition to the gangs already in use. Only the water mill is sawing at present, but by the beginning of next week all the machinery will be in motion. The manager, Mr. DesBrisay, is bringing his family to Blackville, and will occupy the house lately vacated by Mr. L. Robinson.

Gleaner

May 15, 1896

A Busy Mart

Gibson Wharf the Scene of Great Activity

Schooner Genesta, owned by Mr. John Gibson, commanded by Capt. Publicover, is loaded at Gibson wharf, and will clear today for Boston with a cargo of hemlock boards from Alex. Gibson's new mill at Blackville. Schooner Lynn, Capt. Calhoun, arrived at Gibson railway wharf last night, and will also load hemlock boards for shipment to some American port by the same shipper. A large quantity of square birch timber is going forward from here in scows to Saint John to be loaded for Liverpool.

Gleaner

May 22, 1896

Blackville

. . . Mr. Gibson's drives on the Upper Bartholomew are coming along very slowly. The one called the "lower drive" can be brought out with hard work, but the upper one will not come without rain; that on the Otter Brook has been out for some time, and the hemlock being on the lower part of the river is safe. The new mill shut down today for repair one of the boilers; it will likely start again in a day or two. [various drives have been hung up this spring for lack of rain]

Gleaner

Oct 24, 1896

Into the River

A Canada Eastern Special Strikes a Landslide and is Forced into the Nashwaak
A Canada Eastern special train of one car and engine from Blackville to Marysville was thrown from the track into the Nashwaak, half a mile above the latter place, at 2:45 this afternoon, and strange to say no serious injuries resulted. In the car were Mr. Gibson, Supt. Hoben, Town Marshal Al. Barker, Mrs. A. McShaw, Mr. B. Brewer and Al. Avery. Mrs. Shaw was returning from her visit to the North Shore. The train was gliding along smoothly, and nearing the shingle mills, when some rocks and a couple of stumps of trees, loosened by the very heavy rains, fell from the hill to the right upon the track. The engineer took in the situation at a glance, and reversed the engine, but before the speed could be materially slackened the train had run into the obstruction, and dashing along for a distance of about twenty-five yards, the rails yielded to the tremendous pressure, and the car and engine went over into the Nashwaak below, almost upside down. All held well to their seats, and when the car had stopped in its descent, Mr. Gibson at once brought order out of confusion by intimating that the worst was over and "we'll go out this door; if the boys ahead are not hurt all is well." The windows of the car had been broken and the water was running in, when Mr. Shaw was helped carefully out, and the others climbed over the seats, got out into the river in about a foot and a half or two feet of water and waded ashore. The engineer and fireman jumped and thereby escaped serious injury. Some of the coal from the tender was thrown upon them but no injury resulted to either

the coal from the tender was thrown upon them, but no injury resulted to either, beyond a slight twist of the engineer's finger. Mr. Gibson was unhurt, Superintendent Hoben had one finger broken, and Mrs. Shaw was slightly bruised about the shoulder and arm. The others escaped even a scratch. Altogether it was a providential escape. Men are now at work repairing the track, and it is hoped to get the afternoon express for the north over it with but a few hours delay. The engine and car are yet lying in the river almost upside down. The extent of the damage to these will scarcely be known until they are raised to the track, but they are not by any means beyond repair. Mr. Gibson and party were returning from a business trip to Blackville.

Gleaner

November 10, 1896

New Brunswick's Lumber King

The Canada Lumberman's Special Edition for September

The Canada Lumberman in its special November number gives particular attention to the chief lumbermen of the country from the Atlantic to the Pacific and their operations. Mr. Gibson of course takes first place in the New Brunswick and Nova Scotia division of the number. The portrait is a little dark but the features are fairly well brought out. The Lumberman then goes on to say:

“Mr. Alexander Gibson, of Marysville, whose portrait we again present, is known as the lumber king of New Brunswick. His mills are situated on the Nashwaak river, near Fredericton. Mr. Gibson is the owner of thousands of acres of timber lands, five saw mills, a large cotton mill and the Canada Eastern railway. He is the whipper annually of upwards of one hundred million feet of lumber to different markets, chiefly to Great Britain. Over a thousand persons are directly in his employ in summer, and upwards of two thousand in winter, in connection with his lumbering operations. Six hundred men are employed stream driving in the spring, and about the same number in the cotton mill constantly.

At Marysville he owns three saw mills, one cutting long lumber, another shingles and another lath. The spruce is cut into deals for the English market, being towed down the Saint John river to the harbour of Saint John for loading on steamers. The cedar logs are cut into shingles, the clears and extras for the United States market and the other grades for the provincial market. The laths and hemlock also go the United States market.

He has two mills at Blackville, one cutting hemlock and the other spruce. Last year the cut was 5 million feet each of spruce and hemlock, and about 3 million feet of cedar. Besides the cut of his own mill Mr. Gibson buys large quantities of lumber for shipment to the British market. His cut averages about 40 million feet annually, while the amount of his shipments to the British market alone exceed 80 million feet per year. Since he began operations on the Nashwaak he is said to have marketed fully a thousand million feet of lumber from his own mills there and in Blackville. Like many other men who have been eminently successful, Mr. Gibson began life without any capital, working with his axe for the ordinary woodman's wage. Afterwards he commenced business at Milltown, and later on removed to Lepreau, where he acquired a small fortune. Not feeling satisfied he removed to the Nashwaak, where he laid the foundation of the extensive establishment which exists today.

Gleaner

April 3, 1897

Blackville

Mr. Gibson paid one of his periodical visits to the village today, and seemed well pleased with his inspection of his business here. His lumbermen have practically finished the season's operation in the woods, and are now getting ready for the drive. He will have about eight million of spruce and four of hemlock on the Bartholomew this year. The same staff will have charge as last year, with the exception of Mr. McDonald, who left to accept a more lucrative position with Mr. Vaughan of Loggieville.

Gleaner

May 6, 1897

Rumor that the Dominion government has purchased the Canada Eastern for

Editor thinks that far too low a price.

Blackville

The late rainy weather has been very favorable for river driving, and all the logs on the Bartholomew are now regarded as safe. The Otter Brook drive came in some days ago, and the one on the head of the river is expected in about a week. Both Mr. Gibson's mills are now running at their full capacity. An immense jam, containing three millions of last year's logs, is reported by McDougall's, one of the worst place on the Dungarvon

Northumberland

72.341

No. 247

Executors of estate of Scott Fairley, deceased, Blackville. **Re agreement**

April 18, 1889 for \$22,500; upon Fairley's demise Alexander Gibson still owed \$13,315.91. Balance paid in full by notice of this indenture.

1. Lots 1 to 26 in Ludlow parish granted to John McLaggan 1873. 5010 acres.
2. Bartholomew River Mills property granted to late Alexander McLaggan.
3. Lands north side Bartholomew River. 200 acres. Conveyed to Scott Fairley 1873.
4. Lands north side Bartholomew river. Conveyed to Scott Fairley 1888. 500 acres
5. 200 acres n. side Bart. River
6. 300 acres conveyed to Scott Fairley 1888

Total approx.. 6,000 acres.

March 6, 1895

Carleton

115.170-71

Canada Eastern Grantor

Alexander Gibson Railway and Mfg. Co. Grantee

Memorandum giving authority to grant conveyance of Canada Eastern to
Alexander Gibson Railway and Mfg. co.

March 21, 1899

York

115.170

Canada Eastern to Alexander Gibson Railroad and Manufacturing Company

No. 48,410

Privy Council report re authority of Alexander Gibson Railroad and
Manufacturing Company to acquire Canada Eastern

Alexander Gibson Railroad and Manufacturing Company formally applied for
transfer Feb 22, 1899 backdating to contract of Jan 28, 1899. Approval
by Minute of Council Feb. 9, 1899

Alexander Gibson Railroad and Manufacturing Company agrees to issue and
deliver 20,000 fully paid up shares to Canada Eastern shareholders:

Alexander Gibson 4,480

Alexander Gibson jr. 200

James Gibson 240

Charles E. Hatt 40

Alfred Rowley 40

Macnider and F. E. Winslow 14,880

Francis Winslow 60

Hugh H. McLean 60

March 21, 1899

Gleaner

April 25, 1899

Canada Eastern Purchase Unanimously Recommended

Mr. Tweedie made his motion respecting the advisability of the Canada Eastern
Railway being acquired by the Dominion government, and made a part of the

Intercolonial Railway system. He said if it were not so late in the season he would have asked to have the matter deferred, as he was somewhat indisposed. Some hon. Members might think the resolution went beyond the jurisdiction of the house. As a general principle it was well that matters referring to the federal government should be left to that government to deal with but in this matter the two governments were co-partners, as they had both subsidized the road. **Mr. Tweedie gave a sketch of the history of the building of the road, the contract for which was entered into by Mr. Gibson and Mr. Snowball, in 1884. The road was a monument to the pluck and enterprise of these gentlemen, and was today one of the best operated roads in the province.** The road was today a signal success. It was, however, a great load for one man to handle. It was well that the people should have the assurance as early as possible that it would become a part of the Intercolonial Railway. The central part of the province of New Brunswick had received no aid from the dominion government except the bare subsidy given; it was a matter of justice to this section of the province that the government should take over the road. This part of the province had contributed largely to the canal system of Ontario, and it was nothing more than its just due that it should be taken over by the government. The growth of the Canada Eastern had been something wonderful. **The Chatham branch had been acquired in 1885; the Black Brook extension built in 1895; and the total mileage of the road was now 135 miles.** Boiestown, Blackville, Doaktown and other country villages, had been wonderfully developed and improved by the road. The passenger traffic of the road had shown a remarkable growth. Besides that there were great possibilities for the road, it was only a short distance from Point Escuminac to Prince Edward Island, and there was no doubt that in a few years the summer travel by that route by steamer connection with the island railway would be very large. The counties of Queens and Sunbury, with their coal industries, were much interested in securing connection with this road, thus securing convenience access to the outer world. There were millions of tons of coal in Queens waiting development. If the Canada Eastern were made a part of the Intercolonial Railway, a market through all Canada would be made for the Queens county coal. It meant a great deal of difference to have the road operated by the government as compared with a private corporation, because it would be run in the interest of the people and not so much as a commercial speculation. The policy of the federal government is to increase the mileage of the Intercolonial Railway so that it will be a paying institution. He believed that the entrance secured into Montreal by the Intercolonial Railway was a wise policy on the part of the minister of railways. It might be said that this was but the entering wedge, and that a demand would be made upon the dominion government to take over other branch roads in this province. Well, he believed that such a policy would be the best thing that could happen to the province of New Brunswick. Some of these roads were handicapped by want of capital and were subject to changes in tariff rates by reason of being subject to the exigencies of private capitalists, and he moved the adoption of the resolution, seconded by Hon. Mr. Farris.

Mr. Porter believed it was a move in the right direction along the lines of provincial development. He believed that all provincial roads should be owned by the government. The development of the country was greatly retarded by the fact that the avenues of commerce were controlled by grasping private corporations. Many industries might be developed if we had cheaper means of transportation. The Intercolonial Railway had greatly developed the industries of the North shore, while the Saint John valley had been retarded because the road was not extended up the river. It had been said that the taking over of railroads by the government would add to the debt, but it was better that the people should pay the interest than pay excessive rates to private corporations.

*The Canada Eastern (Editorial)

Gleaner

April 27, 1902

Special Lumber Trains

Special freight trains are being run daily over the railway between Gibson and Blackville, bringing spruce deals from the Blackville mill. The trains leave Gibson in

the afternoon, returning in the night.

Gleaner

may 12, 1904

Canada Eastern

The government will operate it as part of Intercolonial Railway system

Newcastle Advocate

In response to an inquiry, Minister of Railway Emmerson, informs the Advocate by telegraph that the Canada Eastern will be taken over by the government and operated as part of the Intercolonial Railway system. The purchase price of the road has not yet been disclosed, but it is stated on good authority that it is \$850,000.

It is altogether likely that when the Canada Eastern becomes a part of the Intercolonial Railway the branch of the latter will be extended through to Blackville from Indiantown, and thus direct communication would be established between Newcastle and Fredericton.

The purchase of the road is a matter of great importance to the people of this county.

Merchants of Blackville, Doaktown, Boiestown and vicinity could import goods from Saint John and Halifax cheaper than at present because now shipments from Saint John and Halifax to these places are handled by two roads independent of each other, whereas if the government owned the Canada Eastern there would be one freight coming the whole distance, not only lessening the expenses but avoiding delay. There is no question but that it would serve the interest of the public better to have this railway becoming a part of the Intercolonial Railway. As the traffic on it is large and constantly increasing it would likely pay handsomely as a part of the Intercolonial Railway system.

Gleaner

May 6, 1904

Transfer of the Canada Eastern Confirmed

A despatch in another column announcing the transfer of the Canada Eastern to the government of Canada is from the Ottawa correspondent of the Toronto World, a correspondent who is generally pretty well informed in all matters with which he deals. He says that the transfer was completed yesterday by Col. H. H. MacLean on the one side, and Minister of Justice Fitzpatrick on the other. The price paid was \$800,000.

Since this despatch came to hand we have received from our Ottawa correspondent a message announcing that the transfer has been officially confirmed.

We have for some time been expecting this transfer to take place. We have strongly advocated the transfer, and if it has really been made, as the despatch says it has, the government should be heartily commended for their wise action, by which the most important of the interests of central New Brunswick will be materially conserved. Run as a part of the Intercolonial Railway system, the Canada Eastern can give us a service which no private corporation could be expected to give. It will give us a service which we very much need. In fact, it will give the whole Province a service such as it should long have had. We heartily congratulate all concerned on the result.

Canada Eastern Sold

The Dominion government Purchases the Road for \$800,000

The Final Arrangements for the Transfer Completed at Ottawa Yesterday

Toronto, May 6

The World's Ottawa special says: The Canada Eastern Railway of New Brunswick has passed into the hand of the Dominion government. The details of the transfer were completed yesterday, when Col. McLean of Saint John, representing the Bank of Montreal, and Hon. Charles Fitzpatrick, arranged the financial settlement. The price paid for the road is \$800,000.

Ottawa, May 6

Negotiations concluded last evening for the acquisition of the Canada Eastern

Railway by the Dominion government. The deal was consummated by Hon. Charles Fitzpatrick and Col. McLean of Saint John, representing the Bank of Montreal. The price paid is \$800,000. This is given out as definite.

Gleaner

May 7, 1904

The Canada Eastern

The despatch of yesterday stating that the transfer of the Canada Eastern Railway to the government had been officially confirmed was premature. The Ottawa correspondent, however, had good reason to believe that negotiations were concluded, with the result that the transfer would take place in the very near future; and we yet believe that the Canada Eastern will be under the control and management of the Intercolonial Railway on the first of July. Col. McLean, who arrived home from Ottawa yesterday afternoon, says that Mr. Gibson puts the price of the road at \$1,000,000, and that the government is scarcely prepared to pay that figure, although he himself believes that the property is worth more than a million. From what Col. McLean further says the public would be justified in believing that if the government can secure the road for \$800,000 the transfer will be made at once. It is further said that Mr. Gibson and the other members of the Company will have a conference in a few days with the view of discussing the question of price and also some details. The Ottawa correspondent of the Toronto Globe, a recognized leading organ of the government, intimates this morning that if certain conditions are complied with the Minister of Railways, the Hon. H. R. Emmerson, will recommend the purchase of the Canada Eastern, and the correspondent further says that the Minister frankly admits that the Canada Eastern would be a very important feeder of the Intercolonial Railway. All this goes to show that negotiations have been advanced to the final stage and that the feeling is very strongly in favor of the government acquiring and controlling the Canada Eastern at a very early date.

The Saint John Sun, which is influenced by the notion that its political interests will be advanced by continuing its policy of pulling down rather than to adopt the policy of promoting healthy enterprise, makes an effort to minimize the value of the Canada Eastern. We had hoped that the Sun would make an exception in this instance, but apparently its political partisanship must ever blind it to the merits of any enterprise, no matter how important. The fact of the matter is that the Sun thinks that the government would be likely to strengthen itself in this section of the country by purchasing the Canada Eastern, and rather than see this done it endeavors to throw stumbling blocks in the way of completing negotiations through which the more important interests of Central New Brunswick would be well promoted.

Gleaner

May 7, 1904

With the Lumbermen

Another Lepreaux drive is out. Water in the River still rising.

The water in the river is still rising and a lot of logs that were hung up along the shores by the wind are running today. Some of them came under the boom at Crock's Point, where the current is very swift. They bear the marks of Hilyard, Fraser, Riley, Baird or Patterson. They are from the Tobique and Salmon rivers.

Dunn Bros. and Gregory's drive of 4 million on the Lepreaux has come out safely and several men who were employed on it have returned here. Another large lot of banks logs came down to Springhill yesterday. They are being purchased by Dunn Bros. agent. A lot of the raftmen went up river on the Aberdeen this afternoon.

The Canada Eastern

The Toronto Globe says that Sale not Yet Completed

Toronto, May 7

The Globe's Ottawa special correspondent says: The Canada Eastern Railway has not yet been purchased by the government. Negotiations for the purchase of the line, however, which have been on foot for years past, have been revived lately and if certain conditions are carried out, Hon. H. R. Emmerson will be prepared to recommend to his colleagues the purchase of the line. At the present there is no

recommendation before the Council, and Mr. Emmerson states no purchase price has been fixed. Its acquisition, in the opinion of the Minister of Railway, would render the Canada Eastern an important feeder to the Intercolonial.

Gleaner

May 9, 1904

Mayor Gibson of Marysville has returned home from Ottawa.

Russo-Japanese war all in the news.

Gleaner

may 12, 1904

Canada Eastern

The government will operate it as part of Intercolonial Railway system

Newcastle Advocate

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Gleaner

May 18, 1904

Meeting of the Gibson Foundry Co. Profits not great but not too bad either.

Gleaner

June 18, 1904

Canada Eastern Sold

The Dominion Government Agrees to Purchase the Railway for \$800,000

The Bill to Ratify the Purchase Forecasted by the Premier in the Commons

Move to Sell Shore Line to Government

Ottawa, June 17

At a meeting of the cabinet today it was decided by the government to purchase the Canada Eastern and to operate it in connection with the Intercolonial Railway.

The price for the road is in the neighborhood of \$800,000. At one time it was said that the road would be leased. The decision, however, is to buy it and legislation is being prepared and will be put through this session, making this road part of the Intercolonial system.

Laurier Gives Notice of Bill to Buy Canada Eastern

Sir Wilfrid Laurier stated in the house today when moving to take Mondays for government business that there would be in the way of legislation an amendment to the election acts, providing for preparations of voters' lists in parts of Canada where they are not now prepared under judicial or municipal authorities. A bill to transfer the Canada Eastern to the Intercolonial; a minor bill to amend civil service act, and an amendment to alien labor law.

. . . Application will be made to parliament this session declaring the New Brunswick Southern Railway Company to be a work for the general advantage of

Brunswick Southern Railway Company to be a work for the general advantage of Canada.

Gleaner

July 8, 1904

The Canada Eastern

The Opposition Brings Up the Matter of its Purchase in the Commons

Mr. Logan Wants Government to Buy all Maritime Branch Railways

The Fast Atlantic Service

Ottawa, July 7

Sir Richard Cartwright stated the Allans had the Canadian Mail Service and were under two years' contract to continue the work with four steamers, the Bavarian, Tunisian and two new turbine steamers now being built. These would be 17-knot 10,000 tone cold storage boats which would make the passage from Moville to Rimouski in six days, about the same time required for the New York Passage. The boats are subsidized by the trip, and the new contract called for summer passage, for the Bavarian and Tunisian in seven days and the turbine boats in six days, under a penalty of one per cent for each hour over that time. The winter allowance of time was about twelve hours more.

The first turbine steamer is to go on the route in August and the second.

...

Mr. Logan hoped that the government would purchase the Canada Eastern and also all the other small lines that were feeders of the government road in the maritime provinces. He referred to the scarcity of passenger cars, and also cars for lumber and coal.

Gleaner

July 15, 1904

The Canada Eastern

Premier says Bill for Its Purchase will be Brought Down and Will Constitute the Business of the Government. Opposition protest at Introduction of the Bill at this Date.

In the House this morning Premier Laurier, in answer to Mr. Borden, said it was not the intention of the Government to bring down any more legislation except as regarded the Canada Eastern Railway. All Government bills stood for first reading, which would be taken Monday and Tuesday.

Dr. Sproule protested against the introduction of a bill of the importance of the Canada Eastern at the tail end of a session.

In answer to a further question Sir Wilfrid said there would be no subsidies or aid to railway this session beyond what is already on the railway books.

Gleaner

July 20, 1904

The Canada Eastern

Hon. Mr. Emmerson's notice of resolution for the purchase of the Canada Eastern Railway for \$800,000 was not unexpected. It may come up for discussion in Parliament tonight. Mr. Emmerson is to be congratulated on the success which has so far attended his efforts to have this transfer completed. He has been but a comparatively short time in office, yet he has practically accomplished what New Brunswick has been demanding for years. The people of Fredericton will be particularly gratified, not that they had the slightest fault to find with the present management, far from that: but it was pretty generally believed that Mr. Gibson was not unlikely to feel at any minute that the time had arrived when he could well claim relief from the responsibilities of managing railway enterprises which it was his delight to undertake in his younger days; and it was known also that the Canadian Pacific Railway were prepared to buy the road when Mr. Gibson was disposed to sell. With the Canadian Pacific Railway in control, Fredericton would be subject to the company's dictates. It would for the present, and for some years in the future perhaps, be completely stripped of the advantages which a competitive line gives, and its business would naturally be hampered and injured by monopoly rates.

It seems to be generally admitted that Mr. Emmerson has made a great

It seems to be generally admitted that Mr. Emmerson has made a great bargain. Eight hundred thousand dollars is very much below the actual value of the road, a sum quite insignificant when compared with the cost of building either now or in the past. And he is purchasing a system which would undoubtedly yield a good profit on a very much larger capital expenditure. The Canada Eastern can certainly be made a very profitable part of the Intercolonial.

There are many who will regret that Mr. Gibson has decided to give up control of the Canada Eastern even to the Government. The patrons of the road found in his management at all times a desire to give them every accommodation they asked for. They enjoyed advantages which they could not enjoy from any other manager than Mr. Gibson. They had advantages which they cannot get from the management of a larger system. They had advantages which as a matter of pure business they were not entitled to. These they would prefer to continue to enjoy. But they would rather sacrifice all this than to find the road fall into the hands of any company which could make their business interests subject to monopoly exactions.

Mr. Emmerson's resolution will pass Parliament and the transfer will be made soon thereafter.

That part of the resolution in reference to the Fredericton and St. Mary's Bridge will be read with surprise in some quarters, but it is natural that this work should also form a part of the Government system. If memory serves, the bridge was built in 1888. The Government made advances on the work to the extent of about \$350,000, at the rate of five percent. [sic] taking the whole property as security. The interest now due would amount to nearly \$299,000. The cost of the work was \$419,000. When the enterprise was undertaken it was the intention of parliament to have the so-called Short Line system take its course from Harvey Station in York down through Fredericton, crossing the river here, and going on down the eastern side. The Bridge was built by this present company with this understanding. The Short Line having taken another course the enterprise has been an unprofitable investment, and hence the default in interest. It is, however, in the power of government to take possession of the property even without notice, within half an hour if disposed. But the public had quite lost sight of the bridge enterprise in connection with the Canada Eastern, and hence they read the second provision in the resolution with some surprise.

Government Ownership

The Saint John Sun has arrived at the conclusion that Mr. Emmerson's advocacy of the purchase of the Canada Eastern, and his success, knocks out completely his argument against government ownership of the new transcontinental railway. The Sun may be sincere, for in its serious attitude it is more ridiculous than it ordinary is. The Intercolonial Railway is the result of one of the compacts of Confederation. It was built by the Government, to be maintained and operated by the Government, as an inducement for the Maritime Provinces to accept the Confederation movement and enter into it. It must be maintained as such a work. In this compact it was never contemplated that the government should not acquire and operate branches in the Eastern section which are tributaries to the business of the main road. Otherwise Saint John itself might not today have been on the Intercolonial system. It might still have been on a branch road with its other end terminating at Moncton. It is true that we were promised the Intercolonial by the Saint John Valley, and had it not been for the influence of Peter Mitchell and William Caldwell of the North we might long ago have had its full advantages here, although at the sacrifice of North Shore interests. But why should Saint John alone enjoy advantages which we in Central New Brunswick are also entitled to enjoy without Mr. Emmerson being subject to the charge that in giving them to us he is furnishing an argument against his position of a few days ago. As a matter of fact Central New Brunswick is simply being given the rights to which it was entitled, and which up to this time have been denied us. There was no such compact in any other system of railroads and Mr. Emmerson is well entitled to enjoy his opinion in respect of the new system.

Miramichi Advance

July 21, 1904

Canada Eastern Railway

Hon. Mr. Emmerson have notice on Wednesday in the House of commons of the

resolutions for the taking over of the Canada Eastern Railway including its main and branch lines, for \$800,000, also of the intention to take possession of the Fredericton and St. Mary's bridge, the bridge, the bridge company having defaulted in payment of advances by government—and to operate it as part of the government Railway system This will be very gratifying to the people of New Brunswick, and we congratulate Mr. Emmerson on his success in the matter.

Miramichi Advance

July 28, 1904

The Canada Eastern Railway

Last week we referred to the introduction in the House of Commons of Hon. Mr. Emmerson's resolution for the taking over by government of the Canada Eastern Railway, and it is gratifying to note that the acquisition of this important line as a part of the Intercolonial Railway is meeting with general approval. It is pretty generally known that the sale of the Canada Eastern Railway to either the government or the Canadian Pacific Railway was only a matter of time, and it goes without saying that the preference of the public was decidedly in favor of the former. It means much to the Miramichi and even more to Fredericton and the Saint John river. When local non-competitive rates on the Intercolonial Railway along the North Shore are compared with those on the Canadian Pacific Railway along the Saint John river the result is decidedly in favor of the Intercolonial Railway, and we have to congratulate ourselves that we have, in this matter of the Canada Eastern Railway, fall into government hands.

From the time when the Canada Eastern Railway was built, through the joint enterprise of our present Lieutenant Governor Hon. Mr. Snowball, and Mr. Alexander Gibson, the road has been a most valuable factor in the promotion of the business interests of the Miramichi and Nashwaak valleys. **When it was under the joint management of those gentlemen no attempt was made to take advantage of the monopoly it had in the matter of rates, and since Mister Gibson has practically had the sole control his policy in that regard has been an equally fair—almost a paternal one. He was ever generous in responding to calls for accommodation and, at time gave concessions which must have cost him ore than they ever returned to him.** We cannot expect the new management to be equally responsive; it would be unreasonable to do so. We shall there fore, have good reason to remember those to whom the country is indebted for the existence of the road, which they built under difficulties thrown in their way, and which would have discourage and defeated less able and determined men, and **particularly Mister Gibson who has, from the first, kept in view the idea with which he went into the enterprise—that of developing the Miramichi and Nashwaak valleys in the upbuilding of which is is so much interested.**

Gleaner

Aug 3, 1904

The Canada Eastern

The Resolution for the Purchase of the Railway Discussed in Parliament Yesterday

Hon. Mr. Emmerson Says That the Road is a Great Bargain at \$800,000

Conservatives Oppose the Purchase

Ottawa, Aug 2. The House went into committee on Mr. Emmerson's resolution authorizing the purchase of the Canada Eastern railway from the Alexander Gibson Railway and Manufacturing Company for \$800,000, also the taking over of the Fredericton and St. Mary's Bridge Company, [so the take-over of 1894 wasn't real after all!!] making it all a part of the Intercolonial and government system of railways.

Mr. Emmerson, speaking to the resolution, gave a history of the Canada Eastern railway, which is 136 ½ miles in length and connects the Intercolonial Railway at a point on the Miramichi river with Fredericton. **The railway had received federal and provincial subsidies amounting to \$774,839**, while the bridge company received a loan of \$300,000, and **one of the loans had been repaid. Up to**

1900 the railway had net earnings of about \$40,000 a year, but in 1901 it fell to \$12,000; in 1902 there was a deficit of \$9,000, and in 1903 a surplus of \$3,000.

The company for a time was successful. The road was built with wooden bridges. These had to be renewed, and in 1901 it was necessary to spend all the earning on the betterment of the road. In 190 all the earnings were expended and \$9,000 in addition. Mr. Schreiber, in his report, put the cost of the road at \$2,098,412, and the cash cost at \$1,768,000, or about \$13,000 a mile. He (Schreiber) makes a difference between cost and the cash cost. Between these he gets the value, which he places at \$1,221,000. That was its value in its present condition.

The minister also quoted from reports of Mr. Schreiber and Mr. MacKenzie, made in 1897, stating that it would be a great disadvantage if the Canada Eastern fell into the hands of the Canadian Pacific Railway. At that time it was said that the Canadian Pacific Railway was to purchase the road. Both engineers reported that it would be a good thing if the Intercolonial Railway took over the road.

Mr. Emmerson gave figures of traffic to show how the Intercolonial Railway would benefit by the acquisition of the road. If the railway fell into the hands of the Canadian Pacific Railway, it would be detrimental to the Intercolonial Railway.

Mr. Barker: What about the G. T. R.?

Mr. Emmerson: The G. T. R. would have to cross the road. As to the price of the road, if there was ever a bargain it was in this case.

Mr. Kemp: That depends upon the earning power.

Mr. Emmerson: Not necessarily so. In this country subsidies were given to railway because the earning power would not be large enough. The rails on the Canada Eastern today were worth \$300,000, and the ties more than \$500,000. Mr. Blair gave very strong reasons why it was in the interests of the country to purchase this road.

Hon. John Haggart said it looked as if the government were paying \$800,000 for an annual increase of \$2,600. He thought the price high.

Mr. Smith and Mr. Kemp objected to the purchase of the road.

R. L. Borden wanted to know if the road was purchased on its merits or in pursuance of a general policy of acquiring all similar roads in the maritime provinces.

Mr. Emmerson: On its merits.

Mr. Borden thought there were other roads which had better claims to be acquired than this road. He said he had hoped the government might have adopted the policy of acquiring maritime branch roads.

The resolution was read the first time.

Gleaner

Aug 3, 1904

The Canada Eastern

Traffic Manager Tiffin of the Intercolonial Railway Went Over the Line

He Talked Interesting About It to the Gleaner

Road is in Good Shape and Gibson Will Have Lots of Work

As stated in the Gleaner yesterday, a party composed of E. Tiffin, traffic manager of the Intercolonial Railway; J. J. Wallace, general freight agent, and E. S. Smiley, arrived here yesterday afternoon in Mr. Tiffin's private car after completing a tour of the Canada Eastern Railway. They went over the road on Monday from Chatham to Loggieville and yesterday made the run from Chatham to this city. Supt. Hoben accompanied the party. Many stops were made and the members of the party evinced great interest in the various places along the line.

Mr. Tiffin was interviewed last evening by the Gleaner in reference to his trip. He said that he found things in very good shape and was most favorably impressed with the road, which he thought was a fine property. He further said that he understood that the government would take over the road at an early date and that he was just looking it over thoroughly. Considerable money would have to be spent, however, before the road was put in the shape that the Intercolonial Railway would want to have it, but considering all the circumstances and the money that had been formerly spent on the road, Mr. Tiffin felt much impressed with its good condition.

Mr. Tiffin said that he would be in Fredericton until this evening at 9 o'clock, when the party would leave for Moncton in the private car attached to the regular

Canadian Pacific Railway train.

This morning the Saint John Sun contained the following:

“The people of the village of Gibson are considering with some anxiety the effect which the transfer of the Canada Eastern will have upon that community. One of the chief industries of the place is the railway workshops, which employ a number of skilled and unskilled workmen. It is feared that after the Canada Eastern becomes part of the Intercolonial Railway much of the work now done at Gibson will be taken to the larger and more complete establishment at Moncton, which is quite accessible from the Newcastle end of the road. The removal of the mechanics, who are among the best citizens of Gibson, would be a great blow to that busy community.”

Mr. Tiffin was once more seen by the Gleaner, in reference to the above. He said that the Sun did not seem to be the least bit reasonable. The article, he thought, was written with that idea of making discord, but the people would realize that the road and the rolling stock would need as many if not more repairs after the government took over the road as it has heretofore. The Intercolonial Railway will have to have things kept in first-class shape and with increased traffic there would probably be more machine work to be done at Gibson.

In this connection Mr. Tiffin stated that he didn't think that the people along the road realized how much good it would do to have the government take over the Canada Eastern. He felt that Gibson would be benefitted as much as the other places.

There have been many bets made about town as to when the first train would come in here under government ownership and control. Some have been made that the Intercolonial Railway would not send a train over the road until after the snow flies.

To relieve the minds of some citizens who have wagered derby hats, boxes of cigars, suits of clothes and cold bottles of wine, it might be of interest to say that Mr. Tiffin stated that he didn't think the government would wait long in putting through the transfer and that after that had been done the Intercolonial Railway would take control at once.

This afternoon Mr. Tiffin and party are being entertained by ex-President James S. Neill of the Board of Trade. Mr. Neill is giving the visitors a drive about town and to the interesting points behind his high spirited pair of driving horses.

Gleaner

Aug 6, 1904

The Canada Eastern

A little while ago, it may not have been more than a week ago, the Daily Sun of Saint John censured Hon. Mr. Emmerson on the ground that he had not offered enough for the Canada Eastern Railway, which is very soon to become a part of the Intercolonial Railway System. Within the last two or three days Hon. Mr. Haggart, who was the last Minister of Railway and Canals under the Conservative administration, has condemned the purchase of the Canada Eastern on the ground that the price to be paid is altogether too much. Since then the Sun has taken a tack to conform with the view of its leaders at Ottawa, and today it is attempting to argue that the transfer of the Canada Eastern will not serve the general interests. We need not go into details to dispose of the arguments of the Sun; we need not trouble ourselves with its reflections. Our contemporary was no doubt reasonably within the range of truth when it said that the government should have given an amount larger than \$800,000 for the Canada Eastern. Mr. Emmerson, Minister of Railways, spoke with a knowledge of the facts when he said that the country had made a good bargain in purchasing the enterprise for the sum stipulated. It may be that Mr. Emmerson, because of local considerations in several sections, was compelled to confine his offer to \$800,000. It is certainly not beyond the bounds of truth to say that very many of the Conservatives would not have allowed the transfer to be made if they could have helped it. Mr. Gibson, however, has been one of the most prominent participants not only in the construction of national transportation facilities in Canada but in many enterprises which were designed for the general good. It would be a reflection on the public enterprise of a man who has done so much to develop the material resources of the country, and who after nearly half a century's work in promoting transportation facilities, should be censured because he feels he should have relief from the responsibilities which he has assumed and so well carried on for so long a time.

Gleaner

Aug 9, 1904

The Globe and the Canada Eastern

The Saint John Globe of last evening came out in opposition to the purchase of the Canada Eastern Railway by the government. The Globe thinks that this purchase will create a new condition of affairs in railways, in as much as other feeders of the Intercolonial Railway will find good reason in time to claim the consideration extended to the Canada Eastern. Our contemporary also takes the objection that half a million will be required to put the road in good shape, and all this simply to divert trade from the Saint John to the Miramichi.

The plea that the purchase will create new conditions is not a new one. It was made in Parliament some years ago when Sir Charles Tupper was Minister of Railways. Objection was taken to acquisition by the government of any feeder of the Intercolonial Railway on the ground that it would involve the purchase of all feeders of that road. This objection was strongly pressed by representatives of the West. Sir Charles Tupper declined to accept the views of the Western people, and there upon committed himself to the principle of purchase of all "profitable" feeders of the Intercolonial Railway. Sir Charles was not alone in this, but after he went out of the government his former colleagues yielded to the views of the West, and the Conservative party has since held to the notion that the feeders should not be acquired.

And it is this view which the Globe now adopts. We think that Sir Charles was right; and we believe that Mr. Emmerson acted wisely in making the purchase. It may be that a large amount of money will be required to bring the Canada Eastern up to the standard of the Intercolonial Railway. It would cost a pretty heavy expenditure to bring some trunk lines also up to the standard of the Intercolonial Railway. But the country will have a valuable asset when the work has been completed. In addition, the people generally will be better served and the public interests better promoted—quite important considerations, we fancy.

The view that the Canada Eastern in its new dress and under new management will divert trade from the Saint John to the Miramichi is not quite accurate. It will certainly increase the traffic, perhaps at the expense of other roads but to divert business at the expense of the trade of either Fredericton or Saint John is not its purpose. What matters it to the people of this city if through freight for Boston, New York or Montreal originating at Loggieville takes the main line of the Intercolonial Railway at Chatham Junction instead of passing through Fredericton. We get no benefit now from that freight simply passing our doors in sealed cars; we can suffer no loss by its going the other way. But the Intercolonial will be the gainer; it will make the profit. And the Canada Eastern will have been the means of it making it. And so with all through freight originating on the Canada Eastern.

Time will show, we are confident, that Mr. Emmerson has made a good bargain.

Gleaner

Aug 10, 1904

The Canada Eastern

The bill for the purchase of the Canada Eastern was introduced and criticized by Sir Mackenzie Bowell, who pronounced it a worn out line which could not be brought up to the standard of the Intercolonial Railway except by the expenditure of 2 million. Hon. Mr. Scott said that the deputy minister of railway had given the assurance that \$1,000 a mile would put the line in good repair. It opened up a large section of country and would serve as a feeder to the Intercolonial Railway.

Senator Domville defended the purchase of the Canada Eastern and was followed by Senator McMullen, who opposed the purchase of branch railway by the government in any province. He said the government had lost control of the Intercolonial Railway to the labor unions.

Second reading carried on and passed.

North Shore lumbermen considering closing mills for the season due to poor business

prospects.

Gleaner

Aug 15, 1904

The Canada Eastern

The Saint John Sun continues to pound at the Canada Eastern. It has had its slap at the G. T. P. It may have another. But the Canada Eastern is apparently to be its chief target for the present. The text this morning is the Sun's interpretation of Mr. Emmerson's statement that the Canada Eastern would assist largely to increase the earning power of the Intercolonial Railway. The Sun does not say so, but it insists that Mr. Emmerson implied that the Canada Eastern would be used to divert traffic from Fredericton and hereabout to the North Shore, or in other words, that so far as this part of the Province is concerned the Canada Eastern might as well be out of business. The Sun is unfair. it knows as well as others that Mr. Emmerson expects to add to the revenues of the Intercolonial Railway by getting new business through the Canada Eastern. The government road does not now control the through business originating at Marysville, Stanley, Boiestown, Doaktown, Blackville, Loggieville, and other northern points. That goes pretty largely to another road. The Marysville and the Loggieville business and the traffic all along the line will naturally come under the influence of the Intercolonial Railway as soon as the transfer is made. Take for instance the item of cotton at Marysville. There are about three million points of the raw article used annually. That not only comes in now over the Canadian Pacific Railway but when manufactured it is forwarded to Montreal and other points over the same line. And so with nearly all other lines manufactured at Marysville, and it must not be overlooked that the exports of the town of Marysville are larger than those of the city of Fredericton. And in cotton this is but a beginning of the traffic which will pass to the Intercolonial Railway, for it is the intention, as it has been for a few months, to fill the mill with machinery, and then the output will be doubled. How can either Fredericton or Saint John's business be injured in the slightest by through freight going over the Intercolonial Railway instead of over the Canadian Pacific Railway. In either case the freight goes west; in both cases it is passed through in sealed cars. Mr. Emmerson was quite right in his argument, and we have the notion that our contemporary is well aware of the fact. We have also the notion that the Conservatives would have been prepared to promise to buy the Canada Eastern for a million under conditions which are sometimes not unnatural hen party is seeking to get into power.

It is to be observed that it is not now seriously advanced that the road is not in good shape. The road bed has been thoroughly inspected, and it has been intimated that extensive repairs are not necessary. The bridges are of wood, it is true, but all of them have been renewed within the past two years and are now even stronger and safer in all respects than they were when the road was new. In fact it has recently been said of railway bridges that wood is the safer of the materials which go into bridges. The best evidence of the efficiency of twenty years' service is that there has not been a fatal accident on the main line of the Canada Eastern in all of that time. The road is in excellent shape and trains are now frequently run at the rate of forty miles an hour with the passengers just as comfortable as they would be on the Intercolonial Railway.

The chief argument used now against the transfer is not that the road is not worth the amount paid for it, but that it opens the door for others to make demands. When others in the Maritime Provinces can show conditions as satisfactory as those which prevail on the Canada Eastern there should be no question as to the advisability of buying. It has been urged in some quarters that Mr. Gibson or his company put little or nothing into the enterprise. They put money into it from the very beginning, improving it in every way. Of course the traffic warranted this, but the people of the country were getting the benefit in improved service. Mr. Gibson paid \$200,000 in cash from his own pocket for the Chatham Branch Railway, now a part of the Canada Eastern, and then only nine or eleven miles in length. People have but to read the facts to have the assurance that Mr. Emmerson has made a great bargain.

Gleaner

Aug 22, 1904

Canada Eastern and the Intercolonial

Canada Eastern and the Intercolonial

It is evidently the intention of the management of the Canada Eastern which will probably come into sway on the first of September, to increase the number of trains at once and to give a faster service on the daily express.

All trains in fact will be run on faster time than at present and will make sharp connections with the Intercolonial Railway at Chatham Junction. At present, a regular freight is run every other day. Hereafter this train will give place an accommodation every day, the train to connect sharply with the accommodation to Campbellton. The express will leave Fredericton probably two hours later than at present, the time now being 4:30 pm. This train will connect sharply Chatham Junction with the Intercolonial Railway express train for Quebec and Montreal. Additional trains will be added to the service in time. It is to the credit of the present management of the Canada Eastern that not much expense will be necessary to put the road bed in a condition to meet the fast service requirements of the Intercolonial Railway. New engines and new cars are to be added at once, and the service will ultimately be in all respects fully equal to that given on the main line.

General Superintendent Price was at Gibson yesterday, having come over the road on Saturday in his private car. He is much pleased with all that he saw, and apparently he proposes to make the Canada Eastern a great attraction and a great convenience of tourists and sportsmen. It is perhaps well to remind our citizens and people on the Miramichi that they will require, after the transfer has been made, to accustom themselves to the twenty-four hour system, the system in force on the main line of the Intercolonial Railway. It may appear odd for some of us to say seventeen and a half o'clock but we must accustom ourselves to that sort of thing.

The Canada Eastern

Interview with J. E. Price, General Superintendent of the Intercolonial Railway

...

"Everything will then have to have I. C. R. printed on it," ventured the reporter.

"Yes," said Mr. Price. "they will, and you people in Fredericton will have to also get used to something else, in the 24-hour system. You will have to be used to having a train leaving a 25 minutes past 17 o'clock on such things as that. the 24 hours system is in force all over the Intercolonial Railway system."

Mr. Price was then asked about the outlook for working up a larger business along the Canada Eastern. He seemed to be of the opinion that the outlook was excellent. he thought that the through freight traffic should be greatly increased and with a better train service, the way freight business should also increase. Mr. Price was of the opinion that the lumber along the line would surely increase the business.

Regarding the passenger traffic, Mr. Price feels assured that there will be a remarkable increase. He says that there will not hereafter be anybody who will want to travel from the North Shore to Fredericton and go via Saint John.

As a line for tourist travel Mr. Price feels that the Canada Eastern is most excellent. The scenery on this end of the line struck him as being particularly beautiful.

When the running schedule is made up it will be done with the idea always in view of running as many trains as the traffic will really need and running them at hours that will best suit the general travelling public. Close connections will also be made.

Messrs. Price and Hoben have worried for yours and hours over the time tables of the Canada Eastern, and the Intercolonial Railway. They have been trying to get together the best possible time table for the running of the trains.

Just as soon as the Intercolonial Railway takes over the road they will place new passenger cars on the trains and a crews of men will be put to work improving the road bed so as to allow the trains to run faster. There will also be stronger locomotives running on the line so as to make better time. So far as can be learned there will be quite a change in the running of trains over the line. At present there is only a tri-weekly freight service. This will be changed. Each morning a mixed train will leave here about 7 am and will run over fast enough to make a sharp connection with the accommodation train that runs past Chatham Junction to Campbellton. This train will also be held at Chatham Junction on its way to Montreal and take passengers from it into Chatham. A fine first-class passenger coach will be attached to

passengers from it into Chatham. A fine first-class passenger coach will be attached to this train, and as there will be a daily train not nearly so much time will be lost in loading and unloading freight.

The other train out of this city will probably leave here at 6:30 pm, as at present and run over fast enough to make sharp connection with the Maritime express for Montreal and thus avoid the long delay of two or three hours for through passengers to Montreal. This train will make very fast time and will make the run to Chatham in five hours, arriving at Chatham at 11:30 pm.

At present there are generally two or more way freight car attached to this train but after the Intercolonial Railway take possession the train will always be made up of only a locomotive, tender and combination baggage and smoking car and a passenger car.

The train from Chatham which now arrives here at 1:20 pm will arrive here at 12 o'clock noon, making a sharp connection at Chatham Junction with the Maritime Express from Montreal.

The proposed new arrangement will give much more time for passengers from along the line to transact business in this city, when they wish to make the trip all in one day. it cannot definitely be stated that the above arrangement will be adopted, but it can be said tha this is the arrangement that will in all probability be adopted and that it is one which should give general satisfaction to the traveling public.

Gleaner

Sept 1, 1904

Canada Eastern Transfer

Not Yet Consummated owing to delay in transfer papers from Gibson and Co. The new trains were expected to run at 24.01 or one minute after midnight. Details.

Gleaner

Sept 14, 1904

The Situation in York

It is generally admitted that the Federal elections will be called for the near future; and no doubt the organizers in this province of both parties will soon get into active work. In York neither party has yet called its committees together, nor has there been any move for a Convention. It may be that a move in this direction will not be made until dissolution of parliament has been announced. In so far as the Liberals of this county are concerned they will in all likelihood re-nominate their present representative, Mr. Gibson, and if so he will no doubt accept. A better choice could not be made. Mr. Gibson has been an excellent representative. He has an intimate knowledge of the requirements of the county, and, like the late Thomas Temple and the last John Pickard, who represented York in the Commons, he is a worker with the county's interests in view. . . . The Liberals will have a walk over in York.

Gleaner

Sept 15, 1904

The Canada Eastern

The Fredericton Gleaner is puzzled to know why the impression should prevail that the Canada Eastern was sold to the Intercolonial for the sake of a rake-off. If the Gleaner can explain how the Intercolonial Railway is to profit from the purchase it has an easy means of effectively quieting this impression.--Montreal Gazette

At its distance the Gazette cannot be expected to appreciate the facts. And as our contemporary heartily supported a political party up till as late as 1896 which was notorious for corrupt practices we can quite understand that it would have the suspicion that there was also a rake-off in the sale of the Canada Eastern.

The Gazette probably does not know that in coming to Fredericton the Intercolonial Railway at once acquires a business in a section of country which gives to a railway much more traffic than any other place in this Province with the single exception of Saint John. That this traffic will give a profit to the Intercolonial Railway has not been denied. It earned a profit for Mr. Gibson of many years, and under the management of a staff which can make all the close connections that an increasing traffic warrant the assumption is quite reasonable that the Canada Eastern will be one

of the most profitable sections of the Intercolonial Railway.

Nor is it unreasonable to assume also that Mr. Emerson may have been somewhat influenced by the view that the Capital of the province and the Saint John river sections are well entitled to enjoy the advantages which the Intercolonial Railway gives to other places.

We regret that the Conservative Press have taken such a pronounced stand against the Saint John river interests. We are deserving of better treatment at their hands. We willingly pay our proportion of the cost of developing other parts of Canada. Why should we not expect that our needs in the process of development will receive just as hearty support as we give to others? If the Press voices the views of the party, New Brunswick interests would certainly not be promoted by the Conservatives.

Gleaner

Sept 20, 1904

Canada Eastern

The Transfer Deed Signed by the Company at Meeting This Afternoon
government Assumes Control This Week.

[picture here of Alexander Gibson]

Caption: Alexander Gibson, Though Whose Enterprise and Energy the Canada Eastern was Built and Successfully Operated. The Moving Force in Many Other Enterprises.

The Alex. Gibson Railway and Manufacturing Company held a special meeting at Marysville this afternoon. There were present Alex. Gibson, sr., Alex. Gibson, M. P., David MacLaren, M. S., L. Ritchie, and Col. H. H. MacLean.

At this meeting the Company first passed a resolution taking authority to execute transfer of the Canada Eastern to the government of Canada and immediately afterwards the deed was executed. Hon. H. A. McKeown is here in the interests of the government. The document will be forwarded to Ottawa this afternoon, and in a few days, some day this week, the government will probably take control and operate the road.

Saint John Exhibition in full force.

Gleaner

Sept 22, 1904

The Gazette and the Canada Eastern

The Fredericton Gleaner thinks the assumption is quite reasonable that the Canada Eastern will be one of the most profitable sections of the Intercolonial Railway. The road failed to pay its own way under private ownership, so that how it can possibly pay under the notoriously inefficient management of the Intercolonial Railway passes understanding. it must be that the Gleaner reckons profits by imagining them the greater the larger the deficit is.--Montreal Gazette.

The Gazette is yet laboring under a delusion. The Canada Eastern has been successfully and profitably operated for years. Our contemporary hits upon a couple of seasons, in which many thousands of dollars were taken from the every day receipt to make improvements on the roadway and bridges, to endeavor to establish that the Canada Eastern has not been a paying enterprise. The unfairness of such a method is clearly apparent. If the Gazette will look over the returns from the year in which Mr. Gibson purchased the road it will find that there are but few railways in Canada which have earned a larger profit per mile than the Canada Eastern.

If the contention of the Gazette is sound that government ownership of the road means that a deficit will follow, our contemporary will need to square itself with Mr. Borden, whose railway policy involves government ownership and control from the Atlantic to the Pacific.

Gleaner

Sept 17, 1904

Emmerson explains that the delay in transfer has been caused by claimants along the

line of the railway making encumbrances. The government cannot pay the \$800,000 unless it has clear title of the entire line. Expects finalization in few days.

Gleaner

Sept 29, 1904

Formal transfer to be made Saturday. "There was a small claim of the Intercolonial Railway, which was treated as a Canada Eastern debt, unadjusted, and which claim the Canada Eastern does not admit. This hung up the proceedings for a time, but the matter is now put into such shape that the transfer can be made on Saturday."

The Canada Eastern will be treated as part of the Fredericton and St. Flavie division of the Intercolonial Railway.

Gleaner

Oct 1, 1904

Canada Eastern Transfer

The transfer of the Canada Eastern to the Intercolonial Railway has been made, and the management of the government system are in charge today. The news will not be well received by the partizans of the Conservative party whose wish was that the road would not be taken over by the government. It is unfortunate that some Conservatives even in Fredericton, not all of them it is true, would have been pleased had the negotiations failed. They seemed to think that their political ends would have been better served had the agitation for the transfer not been successful. They would rather in fact that the road had passed to a monopoly than to the government system. But those of the party who have such extreme political prejudices are not many in this town. Citizens generally are well pleased. The transfer having taken place, our businessmen and shippers generally and the people along the line, are now assured of competitive rates with all the advantages which they given, and they are also assured of an improved service which it is always possible for the larger system to give.

Mr. Gibson, who passed over control to the Intercolonial Railway this morning, has well served the country along the line of the Canada Eastern for many years. His friends who will regret that he is no longer the chief influence in the management are numerous. But they recognize the fact that at his years he could not be expected to longer carry the responsibilities which attach to the every day duties of manager of a railway system. They are, however, pleased that in determining to make the change, Mr. Gibson consulted their interests in passing his road over to a system which gives the people freedom from monopoly. [what about that visit to van Horne?] Superintendent of the Canada Eastern, who has become assistant superintendent of the new system, is one of the most efficient railway men in this province. He has had many years of experience, and there are few in the service who are more highly respected than he is. He has an intimate knowledge of the requirements of the country through which the Fredericton-Loggieville Division of the cir runs, and the patrons of the road will be assured by his recent appointment that they will continue to receive the courteous treatment which characterized his business dealings on the Canada Eastern.

Gleaner

oct 7, 1904

Daniel Gillmor of St. George chosen for Liberal nomination in Charlotte, over R. E. Armstrong of St. Andrews.

The nomination of Hon. George E. Foster in North Toronto was not unexpected. it has been known for some time that Mr. Foster preferred an Ontario constituency to a New Brunswick one to content. Mr. Foster is admittedly one of the ablest men in the public life of Canada today, and there are many in the political ranks of whose who do not see eye to eye with him who would not be displeased to be assured that he is again to have a voice in the parliament of Canada.

Gleaner

oct 8, 1904

Improvements at Intercolonial Railway (Canada Eastern)

Details

York, Westmorland and Restigouche

It was a large, representative and exceptionally enthusiastic convention which this afternoon unanimously nominated Mr. Alex. Gibson, jr., as the Liberal candidate for York. The old war horses of the party were on hand as usual and many new faces were to be seen in the large gathering, faces which once took a prominent place in Conservative caucuses. Altogether the convention was a very auspicious opening of the campaign.

Mr. Gibson was naturally the unanimous choice of the party. He represented this constituency in the last Parliament, and an excellent representative he was, Having an intimate knowledge of requirements of the county, and also an experience in political life, through which he knew just how to proceed, he was in a position at Ottawa to well serve his county's interests. New and necessary public works have been constructed as a result of his influence, new post offices have been opened in various districts of the county for the accommodation of the peopoe, and lastly the Intercolonial Railway was brought into York and Fredericton through his influence, and the county and town thereby assured of freedom for all time in the future from monopoly exactions.

Mr. Gibson is a strong advocate of the transcontinental line, through the operation of which the river sections of this and the adjoining counties will be immensely benefited. Mr. Gibson has often said: "I will be satisfied when Fredericton and the river sections are on a trunk line system, and not until then;" and the electors can rest assured that Mr. Gibson will work industriously to that end. It is pretty generally assumed that Mr. Gibson's acceptance of the nomination means the success of the Liberal party in York. The Liberal majority in the last federal election in this county was 825.

Mr. Gibson and Victory

Enthusiastic Convention of York Liberals Nominate Alex. Gibson, Jr., for the Commons.

Mr. Gibson Accepts

Mr. Gibson was received with prolonged applause. He said he was not an orator like the Senator. He had been accused of having nothing to say in Parliament. Well, he is not a talker, but he manages to "get there." He had not made long speeches on the Grand Trunk Pacific; he had voted for that great national work and he had at the same time worked for another scheme, and had brought it about too, the transfer of the Canada Eastern to the government. All the people approved of that. He was sure that the Grand Trunk Pacific would be built, and he was almost sure that it would come down the fertile Saint John Valley, and not through the woods and hills of the interior of the Province. He would do his best of the county if elected. He thanked the Convention most heartily for the nomination. He asked the support of every elector. Do not make the mistake of thinking we have an easy time of it.

Gleaner

Oct 14, 1904

Mr. Gibson in the County

Mr. Gibson opens his campaign in the county at Canterbury Station tonight. He will be accompanied by Mr. George. W. Allen, M. P. P. The standard bearer of the Liberals of York will meet his constituents under very favorable auspices. Since he last addressed them, or since his last campaign, the people of Canada have enjoyed an era of prosperity which is without precedent in the country, and this at a time when depression with its baneful influence has crippled business in other lands and in many instances forced their people to want and ruin. The farmers have participated in the good times of Canada too as great an extent if not greater than any others; and all this through the well directed efforts of the government of the day in promoting the development of the resources of our country. It is to the government which has accomplished so much that Mr. Gibson gives his support. it is in their interests that he again offers as a candidate. he asks for a further expression of confidence in Sir

Wilfrid Laurier and his party. Since the last election the government have launched their Grand Trunk Pacific Railway policy. they have committed the country to the building of a new trans-continental line, the necessity for which in the work of development has not been challenged even by the conservatives. Mr. Gibson supported this measure as submitted by the government even unto every detail. In giving an account of his stewardship he has his efforts in that behalf to recall; and of the other larger questions in which he interested himself he can point to the fact that the transfer of the Canada Eastern to the Intercolonial has also been consummated since he last appealed to the people, and very largely through his influence. Mr. Gibson will be heard on this occasion with much interest, as will also Mr. George W. Allen, who is assisting the candidate in the discussion of the issues of the day, and to whom an enthusiastic reception is at all times accorded to York.

Gleaner

Oct 15, 1904

To the Electors of the County of York

The late parliament of Canada having been dissolved by Proclamation of his Excellency, the Governor General, and writs having been issued for the election of a new parliament, you will be called upon on the third day of November next to elect a member for this County, to represent you in the House of Commons.

At a very largely attended and representative convention of the Liberal party held at the city of Fredericton, on the 8th instant, I was unanimously nominated and chosen as a candidate to contest this constituency at the forthcoming election in the interest of the government of the day, and having accepted the honor thus tendered me, I am now before you asking for your suffrage and support.

On three previous occasions I appealed with success to the electors of this county; once as a candidate for the legislative assembly of the province, and twice as a candidate for the House of Commons. It is therefore with some considerable degree of confidence that I am again asking for your support, for I am unaware of anything having occurred since you last did me the honor of electing me as your representative by a splendid majority, that would warrant me in inferring that I have forfeited in the smallest degree the confidence that was then reposed in me.

I am not asking for your support upon any special merit of my own, although I have in all things and to the best of my ability endeavoured to serve your interests— but rather upon the record of the government so ably led by the Right Honorable Sir Wilfrid Laurier. Since 1896 the commanding statesmanship of Sir Wilfrid Laurier and his government, and the many administrative ? of such importance to the people of Canada, have been so prominently brought to your attention through the press of the day and by the utterance of public men, that it would be of little value, even did time or occasion permit, to attempt to recount them here.

Referring to matters that more closely concern this constituency, your attention might, I think, properly enough be called to the manner in which the public works and buildings of the county have been looked after; to **the acquisition by the government of the Canada Eastern Railway and its operation as part of the Intercolonial system, an event which, in commercial importance to the business men of central New Brunswick, has not been surpassed by any other single event that has occurred during the last quarter of a century**; to the proposed Grand Trunk Pacific transcontinental railway, the preliminary surveys for which are now being vigorously pushed in our own province, and the main line of which, it is believed by those competent to form a judgment upon the subject, is almost certain on account of the engineering difficulties that would beset a more southern route, to traverse the valley of the river Saint John—all these are matters upon which the electors will be expected to pronounce on the third proximo.

It is submitted to you as a most reasonable proposition, that a government that has reduced the rate of taxation by thirteen percent, at the same time keeping the national debt stationary; that has during seven years increased the trade of Canada from \$230,000,000 to \$407,000,000; that a government under whose seven years of rule the bank circulation has been increased from \$31,000,000 to \$47,000,000, and the bank assets increased by \$325,000,000; a government that has turned a post office

deficit of \$780,000 into a surplus of \$290,000, at the same time reducing the rate of postage from three to two cents, increasing the number of post offices and the pay of the country post-masters; a government under which the people have been prosperous and contented, and the tide of immigration has increased by leaps and bounds—deserves well of the electors of Canada; and I feel that I can with assurance and confidence in the result, ask your support as a candidate supporting such a government.

Owing to the short time intervening between now and the election day, it will be impossible for me to visit all of you in your own districts. I intend, however, to call upon as many of you as I can. Thanking you for the generous support heretofore accorded me, and desiring to give expression in this public way of my appreciation of the high honor conferred upon me by your electing me your representative in the past, I respectfully ask you for a continuance of your confidence, and your active support on the third of November next.

Yours faithfully,

Alex. Gibson, Jr.

Marysville, Oct. 10th, 1904.

This ad runs every issue

Gleaner

Oct 19, 1904

Blair resigns as Chairman of the Railway Commission

Gleaner

Oct 21, 1904

The Canada Eastern

(Part of address by Emmerson at Opera House. Borden there to speak as well.)

...

The Conservatives Did Not Dare Oppose Its Purchase in the House

The building and operation of the Intercolonial Railway was a part of the compact of Confederation. It was given us by the West in return for our support of the public works in Upper Canada. We agreed to the deepening of their canals, the enlargement of their waterways, the improvement of their transportation facilities, and you never heard a Maritime Province man object to the spending of the millions of dollars that have been spent for these things in Ontario and the West. We have not complained. We are glad to bear part of the burden, but let expenditures be asked for the Maritime Provinces: when we ask for money for the Intercolonial Railway, we hear from Haggart and others of his ilk, that the Intercolonial Railway is the wink hole of Canada. The conservatives would dismantle the Intercolonial Railway. They would destroy what has already been accomplished upon our national railway. They talk these things and yet in parliament they did not dare divide the House upon the question of the purchase of the Canada Eastern. They appeal to the prejudices of Ontario against expenditures on the Intercolonial Railway, and tonight all through Ontario the Conservatives on the public platform and through their press are appealing to the prejudices of the people against expenditures on the Intercolonial and seeking to oust the government on that issue alone.

Down here they say we are not doing enough for the Intercolonial Railway. It is a case of damned if you, and damned if you don't. Are you opposed to the purchase of the Canada Eastern by the Intercolonial Railway; There is not a man here who will lift his voice.

Then be consistent. The Conservatives were and are against it, and are seeking to turn the Laurier Government out because they purchased the Canada Eastern and made it a part of the Intercolonial Railway. What we have obtained is only an earnest of what we may have. Shakespeare put it into the mouth of the fair Rosalind to say: "Be thankful for what you have and ye will have more." We in the Maritime provinces should be thankful for what we have received from the Liberal government and we will get more. The purchase of the Canada Eastern will lead to further extension of the government railway system. The conservatives of Fredericton don't want the Canada Eastern improved. They don't want higher wages paid. They don't want a maritime express or an ocean limited, they don't want an efficient service on

want a maritime express or an ocean limited, they don't want an efficient service on the Canada Eastern branch of the Intercolonial Railway. They don't want cheap passenger and freight rates; they don't want an express and a freight train each way on the Canada Eastern every day. They would cut down the service and would impoverish the Canada Eastern as they didn't Intercolonial Railway when they managed it. I have always contended and have contended in my place in Parliament that the Intercolonial is of as much benefit to the people of Ontario as it is to the Maritime Provinces. . . .

Gleaner

Oct 22, 1904

Mr. Borden at City Hall

. . .

(Conservative Candidate in York speaks)

Mr. Crocket said that there were some matters of local importance to which he would briefly refer, leaving the greater question to be discussed by Mr. Borden. Mr. Gibson, the liberal candidate, and his speakers are going about the county saying that in order to have the Grand Trunk Pacific Railway built down the valley of the Saint John and through York County it will be necessary to elect Mr. Gibson. It seemed to him that the less Mr. Gibson and his friends had to say about the route of the GTP the better for Mr. Gibson's reputation, for when he was in Parliament he voted against the Saint John valley route for the railway, and in Parliament is where vote and influence count, and not what a candidate may say or promise in a campaign. When a motion was before Parliament to fix the route of the Grand Trunk Pacific down the valley of the Saint John river, Mr. Gibson voted against it and in favor of the route "through the rocks and back woods" as he has more lately called it. Not only in Parliament but also in the Railway Committee at Ottawa Mr. Gibson opposed by his vote the . . . admitted that he voted . . . the motion for the Saint John river route, and excused himself by saying that it was a vote of want of confidence in the government. Well then Mr. Gibson admits that the government is committed to the route through the centre of the province; and he admits further that he was not representing the county of York in that vote, but was only the tool of the government. He (Crocket) thought that when Mr. Gibson took upon himself to vote, against the best interests of the county and against the wishes of the people he ceased to become their representative and forfeited the confidence that has been reposed in him by the electors of this county. Did the electors send Mr. Gibson to Ottawa to represent York county, or as a tool of the government.

The Transcontinental

Both Mr. Gibson and Mr. Emmerson Voted Against the Saint John Valley Route Not only is Mr. Gibson against the Saint John valley route, but his leader, Mr. Emmerson, is also strongly against it. Mr. Emmerson in his address at the Opera House on Thursday evening did not say one word that could be construed to imply that he would give his sanction to the route down the valley of the Saint John. He dare not. He is committed to the northern route which the people of Moncton want. At the present time there are eleven surveying parties busy in an attempt to deceive the people. Four times already the route of a railway between Woodstock and Fredericton has been surveyed and four miles of the road has actually been graded. All the previous surveys are available to the government and would be utilized if the present surveys were not for mere effect—an attempt to deceive the people—and the expenses of these eleven surveying parties are being paid for by the people. He did not think the people of York were such fools as Mr. Emmerson and Mr. Gibson seem to take them to be.

Editor in review of Borden's speech at City Hall says Borden believes or claims that the Grand Trunk Pacific will not send the produce of the prairies to Saint John or Halifax but rather to Portland.

Gleaner

Oct 26, 1904

Borden seems in favor of national ownership of railways. "He stands for National Highway Across the Dominion and Canada for the Canadians." Details of speech in Halifax

Another thing I might mention is the Canada Eastern. The city of Fredericton, the City council, the Board of Trade, the town council of Chatham, and almost everybody along this river was very anxious that the government acquire the Canada Eastern railway. We had been waiting for this for years. **We had been offered by the Canadian Pacific Railway the same price we got from the government.** Hon. Mr. Blair and Mr. Foster, both orators and statesmen, tried to have the road taken over by the government, but they couldn't do it. I went to Ottawa and although I am no orator, as you are frequently told, I accomplished what they could not do.

Another great project is the transcontinental railway from ocean to ocean on an all Canadian route. I will try and tell in a few words what this transcontinental railway is. The eastern section is from Moncton to Winnipeg, and the western section from there to the Pacific coast. The government is to build the eastern section and after seven years to lease it to the Grand Trunk Pacific Company. For the prairie section the government is simply to guarantee the bonds of the company; and for the mountain section the government guarantees three quarters to of the cost. Compare this with the Canadian Pacific Railway contract made by the Conservatives. The Canadian Pacific Railway got from the government 25 million in cash and 25 million acres of land worth \$3 an acre. And also railways already built worth \$38 million, and also exemption from taxation for ten years. Finance Minister Fielding says that the Grand Trunk Pacific will cost the country only about \$13 million. The Conservatives says that the Grand Trunk Pacific will carry its freight from its western terminus at Chicago to its eastern terminus at Portland, Maine. Fowler brought in an amendment so as to compel the company to ship its traffic through Canadian ports, but Mr. Fielding pointed out that that was already in the contract.

The contract provides that the though rate on freight to Canadian ports shall be no greater than to American ports. I think that is about as strong a contract as can be made. You cannot complt a man to route his freight to a Canadian port to Halifax or Saint John. He can send it to Hong Kong or Cape of Good Hope if he wants to. Surely the men of the north west are loyal enough to send their freight through the Canadian Ports. Even if I voted against fowler's amendment I was a Liberal and he was a conservative. All the New Brunswick members wanted the railway down the valley of the Saint John river and I will do my utmost to bring it this way if you send me to Ottawa again. There is one thing I will say, and that is that this is the chance of a lifetime to get a railway down the valley of the Saint John, and you do not wan to throw away that chance. There's nothing in Borden's policy. The Ontario members will not support Borden five minutes in his policy even if he wanted to give us a railway down the Saint John. Ontario thinks we are very small potatoes. Quebec and Nova Scotia re with us, but Ontario is against us. Hon. Mr. Blair wanted to extend the Intercolonial Railway to the west, but Ontario was against him. I believe if you send me back to Ottawa I will get the railway. I got the Canada Eastern transferred and I really think I can ge the transcontinental to come down the valley of the Saint John. All I ask of you now is to pile up a good big majority for Alexander Gibson Jr.

Mr. Crocket said that if Mr. Gibson claimed to have been nominted by a large and representative Convention he (Crocket) was nominated by a still larger and more representative Convention, and he was here as the candidate of the Conservative party in this county. Mr. Gibson asks for support upon the merits of the Laurier administration. His appeal was upon the demerits of that government. Mr. Gibson says it is the best government Canada every had; he though tit was the worst. From what Mr. Gibson had said he gathered that his support of the Laurier administration was based upon trade increase, reduction of postage, surpluses and the purchase of the Canada Eastern. He contended that the government had noting whatever to do with the prosperity of the past seven or eight years. That prosperity has been common to the whole world. We in New Brunswick know what affects trade; what makes wages high and puts lots of money in circulation

What has the Laurier government to do with the lumber industry in this province? The price of lumber is fixed by the supply and the demand in the United States and Great Britain. Nothing the government does or can do can affect the prices of lumber or make the industry prosperous at a time when prices are low. For the past few years the lumber industry in this province has experienced a period of great

prosperity. Prices have been good; wages high. Men have made some money and the industry generally has been prosperous. But all this is changed this season, and the outlook is anything but encouraging for the lumbermen. Now, if the Laurier government has made the lumber industry prosperous for the past few years, why does it not put the price up this year? Why not keep the lumber business good all the time. One has but to state this fact to show the absurdity of the claim that the government can make good times. The lumber industry has "slumped," and if the Laurier government can make good times and will not they ought to be retired. . . . Mr. Gibson claims great credit for selling his railway, the Canada Eastern, to the government. Of course every person in his locality was glad to have the government take hold of this road, but Mr. Gibson had already been elected to Parliament three times on the promise of sell the road, and he did not think we should send him to Ottawa again because he had sold it. **Mr. Gibson had represented the interests of Alexander Gibson at Ottawa, and that is about all he claims credit for.** Is it not time now to send a man there to represent the people of this county?

It is claimed that this road is being put through so as to get an outlet for the western traffic. Then why not bring it to our Atlantic ports? The road stops at Moncton? Is Moncton to do the export trade? President Wainwright told Saint John the other day that if they wanted any portion of the trade they would have to provide for it. The intention of the Grand Trunk Pacific is to take the trade to Portland, Maine, or Boston or New York. But says Mr. Gibson, the Grand Trunk Pacific is likely to come down the valley of the Saint John river. The bill says the road will go to Moncton, and when an amendment was moved to define the route down the valley of the Saint John river Mr. Gibson voted against it. Did you not vote against that amendment, Mr. Gibson? He admits that he did, but tries to excuse himself by saying that the amendment was a vote of want of confidence in the government.

If a vote for that route was against the government, what do you electors of York think of your representative in Parliament voting against the interests of the county and of the province by recording his vote against the Saint John valley route? That is what Mr. Gibson did, not only in parliament, but also in the railway committee, where there was no question of want of confidence in the government. Was Mr. Gibson sent by you to Ottawa, to express your views and work and vote for the county of York or was he sent there to be slave and tool of the government? Do you want a man at Ottawa, to represent you or one who is there merely to vote as the government dictates to him? I can assure the electors of York that if they send me to parliament that the interests of the people who send me there will be my first consideration; and if there is any conflict between the government and the people of the county of York I will stand by the people. Mr. Gibson was the only New Brunswick member in Parliament who voted against the Saint John valley route for the transcontinental railway, and what weight are his promises now have that if he sent back to Ottawa he will work for the railway to come this way?

Mr. Gibson and the government are trying to fool the people of York by bringing to the county at the present a host of surveyors, who are going all over the county driving stakes in every man's door yard, trying to make him believe that the railway is to come through his lot. At the present time there are eleven surveying parties busy in an attempt to deceive the people. . . .

Attorney General Pugsley was the next speaker. He said that he had been very much pleased to receive the invitation from Mr. Gibson and his friends to speak at this meeting. He supposed it was because like his friend Mr. Crocket he earned the most of his money by talking; while probably most of those in the audience were like Mr. Gibson and earned their money by working. . . . Mr. Crocket asks you to leave Mr. Gibson at home because he has accomplished what he was sent to parliament to do. Is that the kind of gratitude we have in this country for our public men, Mr. Gibson did his best for the country while he was in parliament and the county is not going back on him now. The government of Sir Wilfrid Laurier knows that it can depend upon Sandy Gibson to be in his place when votes are to be taken in parliament, and he did not believe there was a man who stands higher in the esteem of the government than Sandy Gibson. . . .

Gleaner
Nov 4, 1904
Liberal Sweep
Laurier will have Majority of 74

The Election in York

Although not a surprise to political campaigners who keep in touch with the people, the result in York, we must frankly admit, is a great victory for the Conservative party and their candidate, Mr. Oswald S. Crocket. It was evident from the day Mr. Crocket accepted nomination that the campaign would be a very serious one. He had already earned the respect of the people for his ability and persistent determination. He was familiar with every nook and corner of the county, and had a large personal following in every district. He was backed by a united organization—not a single dissenting voice, not an indifferent man among those of influence in the party. It is true that opposing party influences against him were powerful, very powerful. The whole force of the Federal government patronage was naturally brought to bear. The hitherto invincible Mr. Gibson was straining every nerve to assure his own success; government acquisition of the Canada Eastern, with all that it implied, was being used to the fullest; railway surveying and locating parties were active; two leading cabinet ministers came to the constituency with the influence which the prestige of their positions lends; a dozen and one other forces were at work; all legitimate enough in party warfare. Mr. Gibson had carried the last election by 824 majority. But Mr. Crocket entered the contest to win.

It will be seen by an analysis of the returns that Mr. Crocket carried every parish in the county but Kingsclear. He swept St. Mary's, along the Nashwaak, and Stanley; every parish on the east bank of the Saint John from Douglas to the Carleton County line, all of the parishes on the west from the boundary to Kingsclear, and New Maryland and McAdam in the back were his also. Of thirty-two polling sub-divisions, he carried twenty-three, wiping out the last Liberal majority of over eight hundred, and giving a Conservative party victory by 191.

Mr. Gibson carried the city of Fredericton and the Town of Marysville and Kingsclear, and off all the sub-divisions he had majorities in only nine. In this connection it is regretted that, at the Court House in this city where Mr. Gibson's majority was 154, there is a ballot not accounted for. That is to say there was one ballot given out to a deputy returning officer that is not recorded in the poll book. Where this found its way to the outside to be used throughout the day in the process of making sure of the purchased voter at that poll is not known so far as we are aware, but the fact is certainly to be regretted.

Mr. Gibson appears to take his defeat philosophically, and if his party interest extends outside of York he has the satisfaction of knowing that the Liberal government to whom he had given support in Parliament has been returned to power.

Tally in York

265 for Liberals, 50 for Conservatives
Biggest majority in Marysville. Second biggest in Court House. Most of the other majorities were for Crocket. None of his majorities matched the Marysville majority, which was the largest of the parishes.

Gleaner
Nov 5, 1904
New Brunswick Returns
The Total Vote Polled by Candidates and the Majority of the Winners

Gleaner
Nov 7, 1904

At the close of the proceedings Mr. Gibson declined to accept the hand of Mr. Crocket which was extended in the spirit which prompts most men who are successful.

Editorial:

Now that the battle is over they willingly admit that no other candidate in York was

ever before forced to face such powerful combinations of influences as Mr. Crocket met and defeated on Thursday last. For the first time in the history of political struggles in this county the work in every mill and factory in Marysville was suspended that every voter might be got to the poll. The Intercolonial [Canada Eastern] was placed at the disposal of the party under special arrangement. Every mill in the City of Fredericton, whose owners or managers had signed Mr. Gibson's nomination paper was closed for the first time on such an occasion, and the influence was used on the employees wherever it could be used. The pressure, whatever it amounted to, of the managers of other factories in town was also brought into service for Mr. Gibson. Special personal appeals were made; and the whole power of Federal patronage was exerted to the fullest—all legitimate enough it is true in party warfare. While the necessity for the use of all this pressure and influence to the extreme is an open admission that the Liberals were conscious of the fact from the beginning that they were into a contest with a candidate who would give them the battle of their lives, it speaks well for their foresight and their party fealty that they left no stone unturned, no wire unpulled and no other influence undisturbed that could possibly be brought to bear to defeat their opponent.

Crocket won by a slender majority of 162: 3096 to 2934.

At the conclusion of the official proceedings short addresses were made by the M. P. elect and the unsuccessful candidate, Mr. Gibson. . . . [Crocket] challenged any one present or any one in any part of the County of York to declare that he had attacked Mr. Gibson or any one of his friends or supporters on any platform from which he had spoken from the beginning to the end of the campaign. He had no wish or desire to do this because he had never entertained for Mr. Gibson, jr., or Mr. Gibson, sr., any other than the most kindly and friendly feeling and he trusted the fact that he had been chosen to oppose Mr. Gibson in this contest and had done his simple duty as a candidate would make no difference in Mr. Gibson's friendship for him. As to Mr. Gibson Jr., he had confined himself to a criticism of his parliamentary record, his votes in the House of Commons and his attitude upon public questions affecting the interests of the constituency, which it was his duty to do, and usually he had prefaced this criticism with an expression of respect for Mr. Gibson as a friend and order what this words of criticism could not in any way be misconstrued. And with respect to his father, for whom he had always entertained not only a feeling of great respect but of genuine admiration, he had spoken of him on only two occasions that he could recall, and then it was only to express that respect and admiration to which he had just alluded. "No," he declared, "I have confined myself during this whole campaign to a gentlemanly discussion of the legitimate issues of the election and to that only, and I challenge any man here or elsewhere to contradict this statement."

The statement has been made since the contest that he had appealed to the passions, prejudices and bigotry of the people. They were aware of the source from which that statement came, which of itself was sufficient to condemn it. It was the basest falsehood that had ever been spoken, and he challenged the proof. . . .

Mr. Gibson said that he had not much to say. Like his friend Mr. Crocket he had not indulged in personalities during the campaign. During the time he was at Ottawa he had represented the county to the best of his ability. Look over the county and you will see what he had done. We will now see what Mr. Crocket is able to do during the four years that he will be the representative. He thanked those who had voted for him. Perhaps next time the majority of the electors will see differently. He did not think this election would prove to the advantage of York County. . . . At the conclusion of Mr. Crocket's address an unpleasant incident occurred to mar the proceedings. Mr. Crocket went to extend his hand to Mr. Gibson, and Mr. Gibson declined to shake hands, remarking that he wanted nothing to do with or say to him.

Gleaner

Nov 12, 1904

The Younger Gibson

Threatens to Smash the Face of an Employee, and This Dismisses Him

Mr. Fred. Murray, who has been in the employ of the Alexander Gibson Co. for many

years, was dismissed yesterday by Mr. Alexander Gibson Jr., the defeated candidate in York. Mr. Murray's duties were confined to the grocery department. He had engaged a man to unload a car, as it was then his duty to do, and as he had often done before. While the man was at work Mr. Gibson, jr., came along and ordered him discharged. Mr. Murray naturally wanted to know for what reason. Mr. Gibson replied, because he is a Conservative. The defeated candidate then turned upon Mr. Murray and in language quite profane threatened to "smash" Mr. Murray's face, and dismissed him while still in the passion which his defeat in York had worked him up to. The public will probably hear exaggerated reports of what took place, and for this reason the facts are given. It must be said in this connection that the Liberals of York are in no way responsible for the unmanly actions of their candidate, nor are the people of Marysville to be blamed for the recent exhibitions which have taken place there, and which they do not countenance. **It is unfortunate that Mr. Gibson, jr., cannot suppress himself. His conduct is calculated to give the appearance or truth to the very erroneous opinion so frequently expressed that the rights and privileges of the people of Marysville are no better than those of the dogs on our streets.** It can be said truthfully that it is not the people who are at fault, and the outside world must not misjudge because of the action of one whose name will soon be forgotten, whose influence has already been wiped out, and **who was a local political factor merely through accident. [influence of his father?]**

Gleaner

Nov 15, 1904

Result in York

An Outside View of the Contest and the Situation in this County

Toronto Daily News

Mr. O. S. Crocket, who has captured a seat for York, is the youngest member elect from that province. He is a lawyer of some ten years' standing, who has been residing in Fredericton. His father, who has been Superintendent of Education for the Province, and was later Professor Classics in Morrin College, Quebec, is now principal of the Provincial Normal School. All his twelve children have for their second name the Latin ordinal indicating their position in the family procession. The new member for York is Oswald Septimus. Four years ago, when Rev. Dr. McLeod contested the county against Mr. Gibson, young Crocket was one of his campaigners. This year Dr. McLeod, no caring to make another fight, nominated young Crocket, who took up the campaign with great vigor. It had been assumed at the beginning by both parties that York was safe for the Government. The government candidate, Mr. Gibson, is the son of Alexander Gibson, the "lumber king" whose village of Marysville and employees through the county cast several hundred votes. This Mr. Gibson, whose interests outside of the lumber business included a cotton mill and the Canada Eastern railway, has dominated the politics of York for many years. His party allegiance changed from Liberal to Conservative, and from Conservative again to Liberal, the county following in his train.

The late Senator Temple, some twenty years ago, was elected as a Conservative when Mr. Gibson was a Liberal. But that was probably the only occasion in a quarter of a century in a general or a by-election, Federal or Provincial, when Mr. Gibson's candidate failed to win. The younger Mr. Gibson (who is old enough to be Mr. Crocket's father) does not care for public life, but it is understood that when the government bought the Canada Eastern Railway from the Gibson Company, it was stipulated that he should run or carry this election. The family did their part. Out of the three hundred to four hundred registered votes in Marysville village, Mr. Crocket got fifty. IN Fredericton, half a dozen of the leading Conservatives were advertised as supporters of Mr. Gibson, to show that Mr. Crocket had not the party behind him. One of these had been the chairman of the Conservative party.. Two others were at the head of concerns employing more hands than anyone else in the constituency, except Mr. Gibson. But all had business relations of some sort with one of the governments or with the Gibson Company. Against these influences potent in Fredericton, Marysville, Gibson and other towns in this neighborhood, Crocket appealed to the farmers of York, and to young men in the cities and towns. His organization was almost entirely composed of young fellows

cities and towns. His organization was almost entirely composed of young fellows. The speakers at his meetings were largely young men. While Mr. Emmerson, Sir Frederick Borden, and Attorney-General Pugsley addressed meetings on the government side, Mr. Crocket called in no one, except Mr. Borden, who addressed a meeting in Fredericton on his last tour in the province. Mr. Gibson had the nominal support of both daily papers in Fredericton. The Gleaner and Herald support the government, and the Gleaner had been especially devoted to the Gibson interest. But the proprietor of the Gleaner is Mr. Crocket's brother, and close observers noticed that while it shouted for Laurier, the Gleaner, treated the local situation in a manner which would not injure the prospects of a Conservative victory in York. Mr. Crocket has a majority of 183. He is an easy speaker, strenuous and vigorous, and will doubtless throw himself into the fight at Ottawa as he has done at home.

Gleaner

Dec 19, 1904

North Shore Lumber

F. E. Neale shipped More than 52 Million Feet This Season

The statement of the shipments of spruce, pine and birch deals, etc., from this province during the 1904 season by F. E. Neale of Chatham, through Frank Harrison and Co., Liverpool, England, shows cargoes of 38 million superficial feet shipped from Miramichi, in sixteen steamers and nine sailing vessels of 29 thousand tonnage.

The combined totals of other shippers from Miramichi were 54 million. This made 93 million for the season shipped from Miramichi but is a smaller amount than in any season since 1895.

From Campbellton, Mr. Neale shipped 5 million feet in two steamers and two sailing vessels of 4 thousand total tonnage. From Dalhousie, 4 million feet in two steamers and two sailing vessels of 4 thousand tonnage; from Bathurst, 815,000 feet in the bark Aljnca, of one thousand tonnage, and from Bay Chaleur, 4 million feet in five sailing vessels of total tonnage 5 thousand. Mr. Neale's shipments were to many British ports and totaled 52, 189,794 feet, or 26,348 St. Petersburg standards for the season.

Gleaner

Dec 29, 1904

Fredericton Railway Bridge

Intercolonial Officials Here with the Special Object of Effecting a Transfer of Bridge to government.

General Superintendent John E. Price of the Intercolonial Railway, accompanied by his private secretary, C. F. Payne, Engineer of Maintenance T. C. Burpee, Hugh Jardine and R. H. Emmerson, of the Intercolonial Railway service, were in the city yesterday. They came in on the Intercolonial Railway express and with the exception of Mr. Emmerson went to Saint John last night on the 9 o'clock train over the Canadian Pacific Railway. Mr. Emmerson will remain here for a few days. Their visit to the city was in reference to the transfer of the railway bridge to the government, so as to make it free for Intercolonial Railway trains, but nothing was done. The Intercolonial Railway hope to be able to acquire the bridge and thus relieve the traffic of tolls, but it will evidently be sometime yet before this is worked out. Before leaving Mr. Price stated that the Intercolonial Railway will continue to do everything possible to better the traffic facilities on that part of their line formerly the Canada Eastern. He called attention to the new locomotives and cars being placed on the line. . . .

Gleaner

Aug, 1913

He also had a mill at Blackville, on the ICR, that employed many men and cut about 8,000,000 feet of lumber annually, a property which he bought from the Messrs.

Fairley. The deals were brought by rail to Gibson and there with the product of the

pany. The deals were brought by rail to Gibson, and there, with the product of the Marysville mills, were placed upon lighters specially built by Mr. Gibson and towed to St. John, where the large lumber was sent to England and the shingles and laths shipped to the United States.