

The Fredericton Branch Railway and Western Extension

1863 John A. Poor, in consequence of failure of Confederation scheme and consequently the Intercolonial Railway, revives interest in the ENA.

1864 Facility Act “which authorized the extension of the original ENA line to the Miramichi, Albert County, Fredericton and Westward to Maine--complete with a subsidy of \$10,000 per mile. In addition a subsidy of \$20,000 a mile was offered for any organization connecting New Brunswick with the Canadas.” (Nason 23)

“In 1865 the Western Extension project was revived under Saint John businessman William Parks.” (Nason 24) Project fell into abeyance, partly due to renewed American tariffs after the Civil War ended.

Standard

June 28/1865

People of Saint John have at length succeeded in effecting arrangements for building Western Extension. The Maine Company are to make the line, and receive from the Saint John Company \$200,000 in cash, the Government subsidy of \$10,000 per mile, and when the road is finished to have a long lease of it, for a sum equal to the interest of the \$200,000. According to their arrangement, Saint John will have a railway connection to the States, but the Americans will reap all the advantages of building it, and running the trains, and it is probably that the city of Saint John may be only a way station, as the Americans look forward to having a direct communication with Halifax which will be the terminus.

Standard

Sept 27/1865

Looks as though the stock for building the Western Extension to border from Bangor will be raised.

Sod Turning of Western Extension

Nov 1865

Standard

Nov 29/1865

Increasing prosperity of Charlotte County due to New Brunswick Railway, which allows easier trade with Portland and Boston than Bangor. Before railway 2 to 3 weeks return to Bangor. Railway does same job in half time.

Piece on railways and prosperity; Western Extension, Intercolonial, etc.

Reporter

Jan 19, 1866

Important Railway Meeting

The first railway convention ever held in the city of Fredericton or County of York took place on Tuesday afternoon at the City Council Room. The origin of this meeting will be understood by **reading the documents which we have commenced on our first page**, and thus we have the first murmurings of **an agitation which is destined to ring throughout the length and breadth of the land**, and which involves considerations of a most serious and important character. *Not merely to the City of Fredericton and County of York is this an important matter, but also to the contiguous*

County of Sunbury and the Province at large. The Road under discussion is that from Fredericton to Hartt's Mills, there to unite with Western Extension, furnishing a grand highway of communication with the United States and the **outer world**. But there is another consideration which materially affects the interest of York, the city of Fredericton and the County of Sunbury, viz: the construction of this part of the road is the surest, almost certain, means of bringing the **Intercolonial Railroad through this County to Fredericton**, and so on via Hartt's Mills to Western Extension, thus giving us further communication with all B. N. A. We are aware that railroads in any country necessitate taxation, and this hydra-headed monster, this bug-bear, rises up to frighten people half out of the wits by the very foreshadowing of such a monstrous evil; but it will be for men of liberal minds and enlightened views, men who looking beyond the things of today, are capable of grasping the requirements of futurity, to set the people right on this point, to show them that a trifling expense now is a rich reward hereafter, and the sooner the investment takes place the sooner the dividends are declared. This is a noble task. Railroads are not only a commercial, but, we might add, a social requirement; and it is absurd to say that because it does not pass directly by Mr. A's door, therefore he is justified in voting against it; you cannot benefit one section of the County without benefitting the whole in a greater or lesser degree.

The distance from Fredericton to Hartt's mills is say **20 miles**, and the **estimated cost \$20,000 per mile, total \$400,000**. Of this **sum the government Subsidy of \$10,000 per mile, covers one half of the whole expenditure, leaving \$200,000 to be divided between York, Fredericton and Sunbury**. Supposing just for argument's and calculation's sake that the city of Fredericton should take one half of this amount, \$100,000, some people might suppose in speaking of that large amount, that they were liable for and must pay the whole amount immediately, or in a short time at best, but such is not the case. Debentures are issued by the City for this amount made payable in 25 years, and it will be necessary to levy a yearly interest tax of 6 percent on the \$100,000 which amounts of course to \$6,000. Also in addition to this we must pay one twenty-fifth part of the whole, viz: \$4,000 year, to go into the Sinking Fund to pay off the whole amount when the Debentures fall due at the expiration of 25 years, making in all a tax of but ten percent yearly to discharge interest and principal. Any City, County or Company or individual, taking stock in the undertaking, providing the road should pay 3 percent over running expenses, would in reality receive 6 percent on the amount so takes, in consequence of the government subsidy paying one half of the whole expenses. In stating the question to the people they must be made aware of the incalculable advantage which would accrue to the respective counties in the event of seeing an unbroken chain of connection between the United States and all British North America. Argument fairly put before the people cannot fail of conviction. they should not be frightened of taxation, because they cannot tell but that the whole amount might be taken up by Companies formed for the purpose, or private individuals, which is very likely to be the case with respect to the road in question, as it is sure to become a paying investment.

Referring to the Branch, Mr. Burpee says in his Report:

By making the terminus at Odell's grove, the whole distance is 21 ½ miles from Hartt's Mills, which is considerably shorter than the travelled road, and the nearest approach to an air-line that I think will be found practicable. The line was extended to the grounds of the agricultural society, which, though adding very little to the cost of the line is nearly one half mile longer. The ground in Fredericton and its immediate vicinity is so favorable for Railway construction that there will be no difficulty in taking the line to any point in it that the necessities of trade or the interests of the community may require. Of the characteristic features of the work there is little to be said. As will be seen by reference to the tables appended, the curvature and gradients are both favorable, while the works are more than ordinarily light. An iron bridge of 100 feet span is proposed over the Rushagonis, which, with three small bridges at other points, will cover all demands for that class of work. This line traversing nearly its entire length through barrens and unimproved lands, damages to property, except in the vicinity of Fredericton will be light.

The Convention alluded to **originated in a Resolution from the City Council, inviting a Committee of the Municipalities of York and Sunbury to meet**

with them and discuss the matter in a friendly way, and suggest the best means for its accomplishment. In compliance with this request the various committees assembled on Tuesday afternoon in the City council Room—present, Messrs. Henry, Pugh, Whitehead, Robinson, Grosvenor, and Barker from York; Messrs. Clowes, Bailey, Stirling and Noble from Sunbury; and Messrs. Macpherson, Dowling, Grieves, McCausland, and Segee from the city.

The meeting was organized by calling Mr. Clowes, Warden for Sunbury, to the Chair. Mr. Pugh was requested to act as the secretary (and wonder of wonders in Fredericton, the reporters were provided with every accommodation.)

The secretary then read, on motion of Ald. Dowling, the various resolutions of the respective bodies assembled, and **which we publish elsewhere in the paper** after which Mr. Whitehead moved a resolution, expressing the desirability of devising means to carry out this great undertaking.

Councillor Stirling objected to the working of this resolution the feasibility was one thing, but desirability of devising means was another. Ald. Dowling thought the feasibility should come first and the desirability second. As he understood Mr. W's resolution, it was merely to pen up the question. The idea of the meeting was if possible to benefit the whole community.

Councillor Bailey said the question of railways was a large question. He first heard of this branch to Hartt's Mills through one of the newspapers, where Sunbury's proportion was set down at \$50,000. He was a railroad man if it would only go in the right place, but some of our highways had been located in wrong places, and it was found necessary to change them. Sometimes man built a barn and afterwards found it was in the wrong place and was obliged to move it. he had doubts in his own mind of the advantage to his constituents of a road to Hartt's Mills, and was afraid if it went in that direction there would be no road to Northfield on the Eastern side of the river, and spoke of the desirability of running in that direction, in view of the coal beds lying in that vicinity. But he had no desire to condemn the thing until he heard more about it. He was afraid, however, the public would cry out against the taxes, and would be included to resist them. He advised caution.

Ald. Grieves wished to hear from some of the Councillors who resided near a railroad whether it had proved a benefit or a blessing, and called upon Mr. Robinson or Mr. Grosvenor for an opinion. Mr. Robins spoke briefly on the point. He had certainly seen the advantages of railroads, and was so satisfied with respect to them that if he had only \$50 he would give ten to build a railroad. he thought they would do very wrong if they failed to agitate this thing, as its business advantages were apparent. He was not particularly interested in this branch, as he resided 30 miles distant.

Councillor Grosvenor thought as the City was most largely interested, they should take the initiative and speak first. it was certainly desirable that Fredericton should be connected with other portions of the route, and the feasibility of this undertaking was increased by the **Facility Act, which covered one half of the whole expense of construction. For five months in the year Fredericton was shut out from the rest of the world,** and the result was that in his party of the county where they had access by rail to other markets some kinds of goods are cheaper than in Fredericton. The question was, would the advantages balance the expenditure. He thought so certainly, and Fredericton was already paying her portion of taxes for railroads constructed in other parts of the province, he saw no reason why she should not have a branch of her own. It would enhance the value of the whole county of York, and Sunbury as well.

Ald. Segee said if the city of Fredericton was greatly interested, other places were equally as interested. As the city was advantaged just so the surrounding county, and vice versa. The produce market would be largely affected by this railroad, and he believed Fredericton would become the market for Sunbury, as she would be more likely to increase in proportion than Saint John, having more expansive power in her surroundings, and as the City increased so the County pro ratio. We should not make a selfish thing of it. It could not run past every man's door, and if he continued in the Council, he would go for the highest possible amount, although only 4 miles of the road was in York, and the rest in Sunbury. It would be better to come to Fredericton than to go to Hartt's Mills and then to Saint John, and he believed the County of

Sunbury was quite as much interested in the undertaking as the county of York.

Coun. Sterling would like to see the railroad himself, but thought the people of Sunbury were unwilling to be taxed and looked unfavorably upon it. The parish of Blissville was a producing parish and in the event of Western Extension that parish was supplied, giving them Saint John for a market. On the eastern side of the river, the parish of Northfield, with its valuable coal mines, now without any facilities for transportation, might be benefitted by the Intercolonial Railway, but not by the Branch to Hartt's Mills. If the depot were at Hartt's Mills, part of Sheffield, being 20 miles from Fredericton, must come all that distance before they could avail themselves of the road at all. He would like to support the measure, but it was a question whether his constituents were sufficiently interested and willing to submit to the tax in view of the prospective benefits.

Mr. Whitehead, who understands the railroad question in all its bearing, and is fully alive to its importance, spoke convincingly on the question under discussion. He said it was a great question, affecting not only the counties of York and Sunbury, but every man in the province would be more or less benefitted by the construction. Railroad were commercially, morally and physically beneficial—physically, witness his blooming friend Mr. Robinson from Canterbury—commercially this road would benefit Fredericton and those depending upon it incalculably. **At present its merchants were obliged to lay in heavy stocks in the fall, and the result was in the winter season an increase in the price of flour and other articles which all come out of the people at last. The railroad would obviate this, as it had done in Woodstock, since they had uninterrupted connection with the United States.** Mr. W. here submitted statistics as to the expenses of construction, etc., which it is unnecessary to recapitulate at present. He asked his friends Robinson and Grosvenor what would they take and give up the railway? (Friend Robinson replied he would take his departure from the country.) And as Mr. R. was a man extensively engaged in the shipping and lumbering interests, giving employment to large parties of men and who, were it not for the facilities thus afforded, would have to invest his capital and transfer his energies elsewhere. But besides this what would strangers say of the country when told that the Metropolitan City was iced in from all the rest of the world during five months in the year; would they not point the finger of scorn at us? We should sink all local feelings; what would benefit the Capital would benefit the County, and if any man doubted let him wait and learn. Mr. W. here went into a calculation showing how the money might be raised and the Sinking Fund provided for without any heavy demands upon the people. He concluded his remarks by a graphic description of St. Stephen before and after the railway—then with its houses tenantless and its streets deserted, but now with every house occupied, brim full of men and money. He hope if any member at the Board was unable to speak in favor of this enterprise, at least he would not speak against it.

Alderman Dowling wished to know before they came to any conclusion, if the Committees from Sunbury and York were authorized to go into the matter and declare what proportion of the cost they were willing to assume.

Chairman explained they had no authority whatever.

A running discourse followed, in which it was acknowledged that the principal object of the meeting was in giving the members an opportunity of consulting with each other, talk the matter over, get all the information possible, and when they had ventilated the subject to their constituents they would be in a better position to enter upon the realities of the construction.

Councillor Barker said he had been opposed to railroads, but if the advantages were such as had been declared, he would go for it. He was willing to help the thing on, although at present his constituents, were opposed to it, perhaps when they understood the matter better, they would change their opinions.

Councilor Noble thought we would be a small-hearted people if we allowed the Trunk to be built, and did not secure the Branch to Fredericton. Our young men were all going to the States, but railways and railway construction would keep them at home.

Councilor Pugh was quite eloquent on the subject. he thought it well to have a text, something to bind us as individuals, and give outsiders a view of our opinions, and begged to move the following resolution which was seconded by Alderman Dowling:

Dowling:

While it is the opinion of this body, being now organized for the purpose of discussing matters relative to the projected Branch Railroad to Western Extension, so-called, that the said branch would prove highly conducive to the interest of the several constituencies represented at the Board; therefore resolved, that it is their wish that a Bill do pass the Legislature at its next session, entitled a Bill to facilitate the construction of a railway to Fredericton via Hartt's Mills, in order that the County of York and the city of Fredericton may take such action in the matter as they may deem necessary, either in stock as private individuals, or in their corporate character.

Mr. Pugh went on to state that he saw represented before him the various commercial interests of the province, and he thought they were well qualified to reflect the interests of the County in which we live. The advantages of the construction were self-evident, and he felt convinced something might be done if sectional feelings were left in abeyance. Our city and county were not beyond being improved, and this road, was just what was wanted. The great difficulty in the way was taxation a ghost that haunts everybody, but they would find a worse ghost than taxation haunting them if they strangled the thing in its nativity. If we wanted improvements we must set to work ourselves as we could not expect that foreigners and strangers would come in and take the initiative. It was unfair to look upon a railway as we would upon a horse, from which we might receive a direct advantage, but we should look at the advantages of opening up our county inducing emigration, and the improvements which were certain to follow. When we had the prospects of the Intercolonial Railway and connection with Canada, and when Western Extension gave us connection with the States, were we going to hesitate about building those few miles, which would unite us with both. **He had himself personally experienced the effects of our insolation. Some time since he had occasion to import a wife, but how was it to be effected? The journey to the border was easy enough, but the grand difficulty was in getting to Fredericton. (The councillor insinuated that if all members of the board had to import their wives in winter time from the United States, they would soon have an engine running to Hartt's Mills.)** . . . parts of his own parish were situated miles from Fredericton, but they believed in building it up, because they wished a larger market town. he had seen beef selling in the city for two and three cents a pound, and hay for \$6 per ton. Would that be the case if we had the whole world for a market. Everything was paralyzed in Sunbury as well as York simply for want of an outlet. Where was there a place in North America more behind the age than we were, the capital of the province too? and he held that this was our only chance for ? The word taxation was calculated to mislead in this instance, for he believed if there was a road in all North America that would pay this was the road. Possibly the whole amount might be taken in stock, but in the meantime he would go as high as \$50,000 for the County of York, if necessary, to meet the demands of the construction.

Councillor Bailie was not altogether satisfied about voting for the resolution, but if his constituents wanted the road he had no disposition to stop them. He was not altogether satisfied with the road already constructed. They had been the cause of reducing the price of oats from 2s 6d to 1s 9d; he referred especially to the Shediac Line. He had himself, since his residence in North field, sold coal for \$6 per chaldron, and he had sold it for \$14 but he did not think this road would give him a permanent market. he believed the people in his parish were opposed to the Branch from Hartt's Mills.

Councillor Dowling said Mr. Pugh's resolution did not compromise Sunbury. It merely says each constituency *may* etc. etc. He admitted that it would materially benefit the City to have the Road, but it would benefit the county as well, and all interested should join in the undertaking.

Councillor Grieves was glad to hear from his friend Mr. Bailie that the railroads had made oats cheap, but he could inform him for his comfort that they would make coal dear. They would make a market for all the products of York and Sunbury. Why talk about the paltry sum required for the work; he's almost take a third himself. he had been opposed to railroad, but when he had travelled and experienced their advantage, he had been induced to change his mind. After some further remarks by Councillors Whitehead Barker and others the resolution carried with but one

by Councillors Whitehead, Barker and others, the resolution carried with but one dissenting voice.

Alderman Macpherson was pleased to see the unanimity which had prevailed during the meeting. As to the desirability of railroad, there could be no doubt, and certainly none with respect to the advantages to be derived from the branch to Hartt's Mills. We had already paid towards the construction of railroads in other parts of the country, but it was also highly desirable that we should go still further, and aid this work by which we stood to derive a more directly benefit. When he looked at the little town of St. Stephen, and saw what they had done,, we with our large population were brought to the blush. He would go heart and hand for the road, and backed up as we were by the government Subsidy, he had no fear of the great bugbear taxation. Looking at the benefits derived by other countries, from their construction, we should not shut our eyes to their importance. In his own day he remembered Portland and Eastport; both little fishing towns. Compare them now--Eastport without a railroad is still a fishing town, while on the other hand Portland, the great depot of International trade, is one of the most thriving towns in New England. Ere the Facility Bill expired, we should take advantage of it and before our people had gone to other lands. We might as well take the initiative in pressing this mater upon the people, for presently they would be pressing us. Mr. Macpherson then moved a resolution that public meetings should be appointed to be held in various parts of the counties of York and Sunbury, in order to diffuse information on the subject. After considerable discussion it was carried in the affirmative.

At the close of the meeting quite an animated discussion took place on a remark of Mr. Segee, that Fredericton would be willing to assume \$30,000 of the sum required. Councillor Whitehead thought such an amount quite insignificant for Fredericton; they should never speak of it again. Better speak largely, better bid high, for it was bad policy to start too low. Finally, it was concluded that before any apportionment was made it was better to open Stock books, and allow the thing the develop.

After a vote of thanks, had been carried to the Chairman, Alderman Dowling, on behalf of the citizen, invited the Committee to tea at the Barker House, and at the appointed time they did honor to his invitation. Mayor Needham, who was present, certainly made a most excellent speech on the railway project. Jas. S. Beak, Esq., and several other of the gentlemen present following in a similar manner. The effects of this convention were good, and the results cannot fail to be beneficial throughout the country.

Reporter

April 12, 1867

Fredericton railway Co. Alex. Gibson a director.

The Fredericton Railway Company is a last fairly before the public. At a meeting of stockholders, held on Friday last, the following gentlemen were elected Directors for the ensuing year: Thomas Temple, Alexander Gibson, Julius Inches,, John Glasier, and Thomas Dowling; and at a meeting of the Directors, held immediately after, Thomas Temple, was unanimously elected president, A. F. Randolph, Treasurer, John Richards, Secretary; J. J. Fraser, Solicitor; and E. R. Burpee, Engineer. Stock to the amount of \$30,000 was subscribed, and the first assessment paid into the People's Bank, to the credit of the Company. **It will thus be seen that this is no clap trap affair, but really and truly bona fide.** We congratulate their citizen, the County, and also Sunbury County, upon the prospects now opening up to them; and the public will now look to the Councils of the Municipality, and also to our own City Council for prompt and efficient aid in the undertaking. The directors are all first-class men, who means business! And if properly supported by City and County, will, we have no doubt, push on this great undertaking to an early completion. They have our best wishes for their entire and complete success. [remember that the Western extension went to McAdam instead of St. Stephen because of the need for Fredericton to connect with a line to the US.]

Reporter

April 19, 1867

To His Worship the Mayor, and Aldermen of the City of Fredericton

May It Please Your Worship,

An Act having passed the legislature at its last session, incorporating the "Fredericton Railway Company," for the purpose of building a branch line of Railway from the City of Fredericton to connect with Western Extension (so called) at or near Hartt's Mills in the County of Sunbury. Agreeable to the provisions in said Act, a notice was given calling a meeting at the Temperance Hall, on Friday the 5th April instant. The said meeting was held, the Company formed, and Directors chosen; and I have now by direction of the Directors, to bring this most important matter under the consideration of Your Worship and Honors, with a view to induce your Honors to take such action as will be mostly conducive to the best interests of the City, and to give such aid to the Company as will induce them to proceed with the work at an early day.

The estimated cost of the road will be \$25,000 per mile, or \$550,000 in all. Of this amount the Government subsidy will cover \$220,000, or \$10,000 per mile, leaving the sum of \$330,000 to be raised by the City of Fredericton, the Counties of York and Sunbury, and by the Company.

The commencement and completion of this great work is of such vital importance to the City of Fredericton and the County of York, that the Company feel that no time should be lost, but that the work could be prosecuted with as little delay as possible.

The whole subject is so well understood by your Worship and Honors, that it would be superfluous to make any extended remarks on the subject, but would most respectfully hope that some prompt and united effort and aid may be given to the undertaking, such as will at an early day place this the metropolital city in communication at all seasons of the year with the out world.

And have the honor to be, your Honor's most obedient servant,

Thomas Temple,

President, Fredericton Railway Co.

Fredericton, 16th April, 1867.

Reporter

May 10, 1867

The Railway

By referring to our report of a late meeting of the City Council, it will be found that that body, acting no doubt in full reliance upon and with the concurrence of the inhabitants, have nobly responded to the call of the President and Directors of the Fredericton Railway Company and **voted a bonus of \$50,000**. This grant is at the same time so carefully guarded, and its provisions so complete, that it is impossible for the real design of the grant to be circumvented to the advantage of any Company, in event of the Road falling into other hands. Particulars will be found in the report. The County Council meets on Monday, and we trust they will take the action of the City as a precedent. Without their assistance and cooperation the whole scheme falls to the ground. Let them not be deceived. They are just as deeply interested in this undertaking as is the City; as the City prospers and opens up a market for the products of their labor, so City and County prosper alike.

There are no two sides in this question: if they expect the City has either the ability or the inclination to undertake the whole matter alone, they will find themselves sadly mistaken. We are now taxed heavily enough in all conscience, but in view of the permanent advantages of this road, we are willing to expend a dollar that we may realize a pound. In the country they know nothing about taxation; men worth thousands pay their taxes in a few shillings; consequently the additional burden to carry on this indispensable undertaking, would be almost imperceptible. There is another view of the case. Completing the line to Hartt's Mills, we offer inducements and advantages to the **Intercolonial Railway** to come in our direction; the importance of this at least will not be gainsaid; consequently, we trust the members of the

Municipality will bear this in mind when casting their votes on Monday next. Our commercial prosperity is in our own keeping, and those in authority for the time being, have weighty responsibilities to discharge; a step in advance now is a step in the right direction.

Reporter

June 7, 1867

Western Extension

The most permanent subject engaging the attention of the Legislature during the present week has been in reference to Western extension, and in view of the government taking stock in the enterprise to the amount of \$300,000, apart from the subsidy of \$10,000 per mile. This has brought up the St. Stephen people in force, and they offer to construct the entire road for this amount, providing a deflection is made at a point some six or eight miles nearer Saint John than Hartt's Mills, and running on to St. Stephen, crossing the St. Andrews line at the junction. This is the line by Mr. Buck's exploration, which they argue is the shortest and cheapest route, but found their chief argument on this, that by adopting the more central line by Mr. Burpee's survey, it reaches the Mattawamkeag some sixty miles up the Penobscot River the very thing the Bangor people have been plotting for all the while, in order that by extending the line a few miles northward, they reach the fertile country of the Aroostook and upper Saint John, and direct the entire trade to Bangor, to the exclusion of Saint John, and in fact the whole Province. That the road from Woodstock and the upper country, via the St. Andrews line to the frontier, and the adopting the St. Stephen route to Saint John, is but a very few miles--only three or four--longer than by the proposed Burpee survey.

On the other hand, it is argued that the St. Stephen people are influenced entirely by selfish motives, that they wish to break up the present arrangement entirely in order to get hold of the additional bonus on the part of the government, having secured which they will then construct the line by the shortest route to St. Stephen, a frontier line, in fact, commended by Mr. Gilmour. That they are selfish, moreover, in designing that the whole traffic of the road shall pass over their branch line to the frontier, and for which they could make their own terms. That Mr. Buck's explorations runs through a sterile, unpracticable country, that they have no design to make the deflection at Hartt's Mills, but at a point much nearer Saint John, and that as regards aiding the people at Bangor to intercept our up river trade, the Americans will do that under any circumstances if they possibly can, and the route of Western Extension will neither hasten nor delay its accomplishment. In Fredericton we are jealous of the St. Stephen line; we cannot imagine that any company will be so charitable as to run all the way up to Hartt's Mills just to accommodate the dear people of Fredericton and we have no idea of building some eight or ten miles further, jeopardizing in short our whole branch, in order to accommodate the good people of St. Stephen. We have no idea, further, that the fruitful lands of the Cork and Harvey Settlement, through which Mr. Burpee line passes, should be sacrifice to the cedar swamp south of the Oromocto. We are as much interested in Western Extension by Hartt's Mills, as we are in the Intercolonial Railway and notwithstanding the *Globe* says it is an admitted fact that road is going by the North Shore, we are vain enough to believe that the General Government will adopt the shortest, cheapest and most direct route to the seaboard.

The people of Saint John are themselves to blame for the dilly-dallying which has hitherto characterized Western Extension. They have ben the verriest niggards in this respect, for instead of putting their own shoulders to the wheel, they have ben willing to place the burden upon the shoulders of men of straw, or any shrewd speculating company, rather than contribute anything like a respectable sum themselves. They should feel rather ashamed of themselves in this respect, and we say it more in sorrow than in anger.

Reporter
June 14, 1867
Western Extension

The \$300,000 government stock has given new interest to the vexed question of Western Extension. It has brought on a host of Railway notables, including ex-Governor Dennison of Ohio, Mr. Case of Philadelphia, Mr. Wood of Bangor, and others, who have been in consultation in Fredericton, with members of the government and of the Saint John Company, with a view of prosecuting in good earnest this very desirable connection. The arrangements, if completed, have not yet transpired; but the remarks of Hon. Mr. Todd, in the Legislative Council, are very appropriate at this time. he does not deem it expedient to place such large sums of Provincial money in the hands of foreign speculators and contractors, and then allow them to own and manage the road. There is force in the argument, and if Saint John had a little of the enterprise of either Woodstock, St. Stephen, St. Andrews of Fredericton, this railroad humbugging would have an end long ago.

We are all interested in this route; on its prosecution depends our own branch to Hartt's Mills, and on the branch to Hartt's Mills depends, perchance, the route of the Intercolonial Railway. Mr. Connell's map shows the estimate which settlers place upon the ice-bound regions of the North Shore; a narrow strip belts along the coast, but within all is a "waste, howling wilderness." Settlement has followed the course of the river Saint John, and the fertile valleys of the Tobique. This is an accessible route, presenting facilities for the very construction of the line, which must make a difference to the contractors of at least 20 percent. It shows an almost direct line from Saint John to Rivière-du-Loup, through a settled country, and through a and through a fertile region; and with 60 miles of this line already built, it is preposterous to talk of a lengthy expensive line by the North. A frontier route, via Woodstock, the St. Andrews line and Western Extension, although it would involve the building of a lesser number of miles, is too circuitous, and would impose time and expense upon every train between Saint John and Rivière-du-Loup. Nature has clearly defined the line, and commercial economy will doubtless adopt it--the central line via Hartt's Mills and Western Extension.

Reporter
June 21, 1867
Western Extension

It will be a satisfaction to the people in this section of the province to learn that the works on Western Extension are now being pushed forward with vigor, and that it is the intention of the contractors, during the present summer, to employ a force of five or six hundred men. The pecuniary affairs of the Company seem to be in a satisfactory state, at least we judge as much from the report of the meeting recently held by the stockholders in Saint John; and in the event of certain conditions, stipulated by the Company with the Saint John Corporation, being complied with, as we judge is likely to be the case, the completion of the work is beyond a doubt. **We are informed on the best authority, that so soon as the line shall have approached Hartt's Mills, the Fredericton Branch Company are prepared to advance the connection at once, relying upon the cooperation of the City and County in the undertaking.** The people of York are just now beginning to realize the importance of this work, both as regards our local necessities, and the advantage, when the great question of the Intercolonial Railway route comes up for discussion, of having such a considerable portion of the road already completed, on the line which Mr. Fleming has so indisputably styled the shortest available route to the seaboard.

In a local light, its desirability may be seen from the fact that our trade is crippled during the winter months by our inland position, and the circumstance that so few of our merchants are really able to lay in, at the Fall of the year, sufficient, sufficient stock for the winter, or during the five months when it is impossible to import. During this season, of course, we can take no advantage of the fluctuation in the markets, as was witnessed in the case of a firm, in Fredericton, purchasing, in the fall, 1500 barrels of pork; shortly after the freezing of the river, it fall \$1 per barrel, so that there was an absolute loss of just \$1,500 in that one case alone.

Now that the people are sensible of these facts, and begin to see the necessity of communication at all times with the outer world, we rely upon the willing efforts of City and County to help themselves by helping this very important connection.

Colonial Farmer

Oct 12, 1867

Deaths

At Marysville, on the 3rd inst., of Typhoid Fever, Mary Ann, eldest daughter of Alexander Gibson, Esq., in the 17th year of her age. The deceased was much esteemed by all who knew her. She has left a large circle of friends and relatives to mourn their unexpected bereavement. [so Marysville was not named after her – but Gibson's wife]

Head Quarters

Oct 23, 1867

Western Extension

We have again occasion to notice fresh activity as regards the prosecution of the great work of Western Extension. **Yesterday (Tuesday, 22nd) the Fredericton Railway Company finally signed and sealed the contract for building the branch line to Hartt's Mills.** The names of the contractors we hear are Messrs. Burpee, and Pickard and Co. The work will be proceeded with immediately and today a party of engineers, under Mr. Charles Gregory, C. E., have commenced to locate the line from the City to where it will run behind the residence of E. Simonds, Esq. The ceremony of turning the first sod will take place at 12 o'clock on Wednesday, the 6th November (the day, by the way, on which the first Union Parliament meets at Ottawa) some where in the vicinity of Elmcroft, the residence of his Honor the Master of the Rolls. The occasion will afterwards be celebrated in some festive fashion.

Reporter

Oct 25, 1867

The Fredericton Branch Railway

For months and years past we in Fredericton have had impending over us, the shadows of railways to come, but the substance has appeared at last, since it is now settled almost to a certainty that our Fredericton Branch Railway is to be commenced forthwith. **The Company have concluded a contract with Messrs. Pickard and Burpee, giving them the subsidies and capital, already subscribed, the contractors taking up the balance in stock.** This perhaps, after all, the most advantageous offer which the company could expect to receive, while the contractors give us in themselves the best guarantee for faithfulness and reliability in executing the work. Mr. Pickard informs us that he hopes to have the line running by the first of December, 1868, and we understand that a demonstration on the turning of the first sod is to take place on the 6th prox. somewhere in the vicinity of Fredericton.

A contract for Railway sleepers is advertised in our issue today.

Head Quarters

Nov 6, 1867

Fredericton Branch Railway

We have only time to say that the ceremony of turning the first sod took place this day, **in the field in front of Salamanca Lodge Gate, where a platform had been raised, and a roped ring (within which a favored company was admitted) drawn round the spot fixed for commencing the railway.** A great crowd of all ranks was in the field, gathered round the rope, and in the field, in carriage and on horseback, and on every coign of vantage. A little after noon, His Excellency the Lieutenant Governor and Mrs. Needham, the Mayor of Fredericton, Sheriff Temple, and the Aldermen and County Councillors entered the ring. The Band played "God Save the

Queen". Rev. Dr. Brooke offered up a prayer and blessed the undertaking. Mrs. Needham then, with the handsome spade, deftly dung out a . . . and placed it in a . . . wheelbarrow. His Excellency wheeled the barrow gracefully across the . . . and . . . returned. The cannon spoke out, and the Band played the 100th Psalm. His Excellency, in a brief address, congratulated the Directors, and wished success to the railway, and wealth and welfare to the City, and proposed and let three rousing cheers, and three more for Her Majesty the Queen, and the Fredericton Railway. The Mayor of Saint John then spoke, and his Worship the Mayor of Fredericton, and with cheers for His Excellency, the fair ladies, the crowd dispersed, all satisfied that the affair was a complete success, and anticipating great things in the future.

Reporter

Nov 8, 1867

The Fredericton Branch Railroad

Turning of the First Sod - Lunch at the Barker House

An unusual activity in the city, a gathering of people on the streets, flags and streamers floating from flag-staffs and towers, with all the accompaniments of a gala day, gave indications on Wednesday that something of more than ordinary moment was being, or was about to be, enacted in Fredericton. The long line of carriages and pedestrians, wending their way downwards, the congregating of hundreds at Salamanca, the battery of guns, the presence of the Band, and the **ornate wheelbarrow and spade**, all tended to explain the mystery and advise the unsophisticated stranger that this paraphernalia attended the turning of the first sod of the first railway ever undertaken at Fredericton.

Shortly after 12 o'clock, the carriage containing His Excellency Col. Harding, His Worship the Mayor and Lady, and Sheriff Temple, President of the Company, arrived within the enclosure, followed by other carriages containing the Aldermen and other functionaries of the City. The spot selected was on a beautiful level, most picturesquely situated at the foot of **Salamanca**, and a part of the plain extending in either direction beyond the limits of the City proper. The stirring strains of the National Anthem greeted the arrival of His Excellency, after which the Rev. Dr. Brooke, in a fervent and appropriate prayer, invoked God's blessing upon the undertaking. **At the request of he President, His Excellency and Mrs. Needham then undertook the task of turning the first sod. Escorted by His Excellency to the spot indicated by the presence of barrow and spade, Mrs. Needham very gracefully raised the first sod, and, amid cheering of the crowd, deposited it in the barrow, Right gallantly His Excellency marched off with the burden, which he deposited, amid most vociferous cheering, in fine style at the further end of the line, returning with the empty barrow to the head of the platform.** *This was the ceremony of the occasion--emblematic of the work which must continue until the sound of the whistle is heard in our streets; but we could not help thinking, as we saw the first sod thus wheeled off in an elegant mahogany wheelbarrow by the highest official in the land, of the many weary, toiling backs, the many weary, burning brows, paying their appointed tribute to man's first crime, ere any one standing near the first upturning should enjoy the fruits of all their pain. There was no time for moralizing, however; the deep-mouthed cannon began to bellow, and told off twenty rounds, the years since the City's incorporation in '47; and while the echoes yet lingered upon the hills, there came with most pleasing effect the glorious strains of the 100th Psalm, by the Band of the 22nd. To this succeeded speeches by His Excellency, by Dr. Alward, Mayor of Saint John, and by His Worship of Fredericton, all brief but to the point, congratulating the citizens upon the auspicious event, and the commencement of a work which was to unite the city of Fredericton with the great world around them. Lusty cheers were then given for the Queen, His Excellency, Dr. Alward, and for the President and Directors of the Company, and the ceremony being concluded, the crowd went as they came each one no doubt wishing hearty success to the undertaking.*

The Lunch

At 3 o'clock, on the invitation of the President and Directors of the Company, about 100 guests sat down to luncheon at the Barker House, including His Excellency

about 100 guests sat down to luncheon at the Barker House, including His Excellency Col. Harding, His Honor Judge Wilmot, Clergymen of all denomination, members of the Legislative Council and Assembly, the President and Professors of the University, the Press, the Mayor and Corporation of Fredericton, the Municipalities of York and Sunbury, and a number of strangers guests, including Dr. Alward, Mayor of Saint John, and Mr. Hay, President of the Woodstock Railway.

We may just remark in passing, that the viands and luxuries so bountifully provided, on the occasion, reflected much credit on the already well-established reputation of "mine host" of the Barker House.

Sheriff Temple, President of the Company, presided, and that too in a manner highly creditable to himself and the gentlemen with whom he was associated. He apologized, previous to the drinking the toasts, **for the absence of wines**; it so happened, fortunately or unfortunately, that **all the directors present were members of the Temperance fraternity**; and they could not consistently supply wines to their guests, an omission which he trusted they would kindly overlook (cheers).

Hon. Provincial Secretary would like to have seen the deficiency supplied, as in Canada, by the presence of the ladies. It was this presence of the ladies which gave pungency to such happy occasions.

We cannot attempt, of course, even a synopsis of the round of speeches succeeding the various toasts. The responses were all excellent, appropriate, and well delivered.

The following is the order of toast and reply:

"The Queen,"--with all customary honors and rousing cheers.

"The New Dominion,"--responded to by Dr. Hurd, briefly and to the point. He could not understand, he said, why we had been called upon to reply to the toast; but it became understood subsequently that being the Pastor of the first "New Dominion" Church in Fredericton, this honor had been laid upon him.

"His Excellency the Lieut. Governor,"--responded to in propria persona. He congratulated, as already at the opening ceremonies, the citizens of Fredericton and County of York, upon this most auspicious event. They were about to secure for themselves a connection with other parts of the province, with their sister provinces and with their neighbors of the United States. In this commercial age, railways had become a necessity, without them there was no reliably sufficient means of transit for the production of field and farm; our corn might rot in the storehouse, our cattle eat their heads off. He saw in this undertaking an evidence of a new era, and a system which was to open up the resources of the country, and render still more profitable the laborer's toil. Speaking as a military man, he regarded railways as essential for the protection of the country. Warfare, offensive or defensive, could not be prosecuted successfully without a proper connection between the basis of supplies and the line of operation. Thus for instance at Sebastopol, although there was abundance of provision in the harbor, the men were dying of want on the heights of Alma. But so soon as the railway was built, and communication opened with Balaklava, their arms were successful, and they returned victorious. (Cheers) He hoped the shareholders would reap handsome dividends, and all concerned be abundantly rewarded.

"The Government and Legislature,"--responded to in a well-timed speech by the Hon. Provincial Secretary. He was most sanguine of the results to flow from the new order of things, and could pledge his colleagues to perform their part towards the general advancement. They would also practice that economy now so loudly demanded, so far as commensurate with the just requirements of the country.

"The Bench and Bar,"--responded to by His Honor Judge Wilmot, in one of those old-time speeches which made reporters drop their pens, and legislators to listen his every word. He would not refer to his own career upon the Bench, but he rejoiced that in his judicial capacity he had been associated with men who would grace any Bench in the universe--with such men as Chief Justice Carter, Judge Robert Parker, Judge Neville Parker, and his junior brethren on the Bench. In this Province during the administration of those men, the laws had been administered with a faithfulness unsurpassed, without fear and without favour, manifesting in the highest degree the glories and perfections of British Jurisprudence. Referring to other questions, he thanked God that he had lived to see the birth-day of the Dominion, and the opening up of such a field to the enterprise of our young men. It had been said that they were leaving our shores to seek a home in the United States, but this only proved after all

leaving our shores to seek a home in the United States, but this only proved after all that they had the right stuff to them, preferring rather to go out into the world of enterprise than to remain at home and die of inanity, That we had abundance of the right material, in the young men of the country, we had evidence in the undertaking which had assembled us at Salamanca. **Who it might be asked was Thomas Temple, and what right had he to move in a work of such magnitude. He remembered Thomas Temple when a private in his company of York Dragoons, he remembered him with is long sword and cavalry trappings, as ready to go into Houlton as he was to go into ----. What right then had he, without fortune or patent of nobility, to aspire to place of position. Ah! if there was a patent of nobility which he respected, it was that which a man by honest effort, made and stamped for himself.** He hoped the work now commenced would be pushed on and on, until a great highway had been opened across the continent from the Atlantic to the Pacific.

“The Press,”--responded to in a most satisfactory manner by Mr. Fenety. He gave an epitome of the various railways in New Brunswick, their failures and successes, and ended by wishing every prosperity to the Fredericton Branch.

“The Army and Navy,”--briefly responded to by His Excellency.

“Our Guests,”--By Dr. Alward, every appropriately.

“The Mayor and Aldermen of the city of Fredericton,”--by his Worship in a characteristic speech, full of wisdom one moment and merriment the next.

“The President and Directors of the Fredericton Railway,”--proposed by His Excellency and responded to in a neat off-hand speech by **Sheriff Temple, giving a brief history of the past efforts of the Company**, and a hopeful glance at the future. He thanked the City and County Councils for responding so nobly to the call of the Company, and hoped that the Municipality of Sunbury, equally interested in the work, would contribute its quota towards the general success. The road being accomplished, he hoped next to see the Water Works introduced into Fredericton, and after that a Seminary built for the education of the young ladies of the County.

“The Contractors of the Fredericton Branch,”--responded to on their behalf by J. L. Inches, Esq., who said he had just received a telegram from the contractors from Bangor. They had been successful in their mission, and the work was to be proceeded with at once.

Mr. Richards, as Secretary to the Company, here read a letter from the Hon. Attorney General, regretting his absence and wishing every success to the new undertaking.

“The Municipalities of York and Sunbury,”--responded to by Mr. Henry for York; and Mr. Harding for Sunbury, the latter encouraging the President to persevere in his solicitations, but in candour bound to say the project gained little favour in Sunbury.

“The Fair Daughters of New Brunswick,”--responded to by the lady’s man par excellence, Dr. Dow. It was a manly speech, however.

“The President and Directors of the Woodstock Railway,”--responded to by Mr. Hay, who recounted the sorrows and successes of that Company, and ended by saying that the work was now nearly completed, and they were about to lay aside the harness.

This ended the proceedings and **the party separated in excellent spirits, notwithstanding the spirituous deficiency.**

Mr. Pickard returned home yesterday afternoon, satisfied with the results of his million, and sanguine of the future.

Reporter

May 8, 1868

Fredericton Railway Company

The above Company having been unable to arrange with some of the parties holding lands along the line of Railway in this City, applied to Joseph Pickard and John ? Esquires two of Her Majesty’s Justice of the Peace for the County of York, who issued their warrant to S. D. Macpherson, Esq., to summon a jury of five disinterested persons, to assess said damages etc. Accordingly, on Monday, the 4th inst., the Court was opened at the Temperance Hall, when the following jury was sworn in: George N. Risteen. Samuel Burdee. Charles Long. W. H. Tower and Edward Seerv. Claims for

damages were presented by Edward Simonds, Esq., B. R. Jouett, Esq., Richard Dunn, Esq., Moses and James Payne; Mayor Ruston, by his attorney, H. B. Rainsford, Esq., W. B. Jack, Esq., Martin H. Peters, Esq., by his attorney, H. B. Rainsford, Esq., Samuel Fleming, Esq., Heirs of Rebecca Sampson, by John S. Coy, Esq., Lt. Col. W. B. Stewart, by his attorney, H. B. Rainsford, Esq., and some others. After naming the claims respectively, which by the way amounted to quite a number of thousands of dollars the jury proceeded to examine the site of the said railway and we learn travelled over the whole ground. Wednesday, 6th inst., they had another meeting, when the several parties urged their claims before the jury with considerable warmth and ability. Thomas Temple, Esq., President of the Company appeared for that body in the absence of the Company's Solicitor, John J. Fraser, and answered the arguments in each case, and taking his view, of the affairs brought the parties *in debt to company* some thousands of dollars over the damaged calculated. However, the jury understand their business fully, and we have no doubt ample justice will be done all parties. The awards will be given on the 25th inst., when we expect to see some long faces on one side or the other.

Head Quarters

June 10, 1868

Branch Railway

We had yesterday the pleasure of driving with one of the contractors for the greater portion of the Branch Railway, Mr. D. Sutherland, of the firm of Messrs. Walford and Sutherland, over the length of the line of their operations, and inspecting several portions of the road under construction. There is every appearance of earnestness in the prosecution of this important line, and whenever the settled dry weather comes and the ground becomes more favorable for labor, there will, no doubt be redoubled vigor shown in pushing it on. Five or six months of good weather and hard work will do wonders, and we understand the Messrs. Walford and Sutherland expect to have finished their part of the contract by the end of October. If equal earnestness is shown in pushing on the section of the line between the Rushagonish and Hartt's Mill the contract for which was given last week to Mr. Hawkins of Nova Scotia) there is every likelihood of the branch being fished before the main line.

The work upon the line appear to be of a very good character, the mason work on the culverts solid and substantial. Along the line there will be several specimens of first class masonry, and every preparation is being made to construct them immediately. Over the Rushagonish stream will be thrown a bridge of considerable span, and it will be the heaviest and finest structure, we understand, on the branch. The girders will be of iron and the masonry of a first class character. the contractors expect to be able to proceed with the work in a very short time, and their men are now busily engaged in quarrying for the stone. This quarry is distant from the main road, in the vicinity of Duncan Glasier's, Esq., some mile and a half, and on the bank of a branch of the Rushagonish. A road is now being hewed out in the woods, by which the partly prepared stones will be conveyed to the main river side, then shipped on board steamboat and scow, and by the way of Oromocto river and Rushagonish, one of its tributaries, brought to the very site of construction. This will be a heavy, troublesome, and expensive business. A second arched bridge is to be thrown over a stream, where it crosses the line, at no great distance from Mr. Glasier's, and for which the stones are all ready and in site. The stone is of a bluish freestone.

In some parts of the line--after passing Jewett's--the work to be done seems to be light enough, as it only requires to be cleared, ditched, and ballasted, but the heavy cuttings and deep fillings in other parts, counterbalance this advantage. It will be a mistake to suppose that the branch railway is going to be very cheaply constructed.

Messrs. Walford and Sutherland have got the contract to build the railway into the city, and they will proceed thereon shortly with vigor. Over the whole line they will have a force of between two and three hundred men, and they have put up for their accommodation and supply two or three well furnished stores. They appear to understand their business extremely well.

Reporter

Aug 14, 1868

The Fredericton Branch Railway is pushed forward with commendatory vigor, and we understand there is every prospect of opening the road for traffic about the middle of January next. **The deep water terminus at the foot of Westmoreland street is progressing bravely**, and in a few weeks the Company will begin to lay the rails on Westmoreland St. to the wharf so we may soon look out for the locomotive.”

Reporter

Sept 4, 1868

Western Extension

On Tuesday last we enjoyed the pleasure of a drive out to Tracey’s Mills, and Western Extension, in company with Alex. Thompson, M. P. P., and one of the contractors on said line of railway. We left Fredericton shortly after 2 o’clock, and as we ascended Maryland Hill, and looked down upon the River Saint John so quietly wending its way and bearing its burden to the sea, at the far off country in the distance, and then at the city, with its trees and gardens, its spires and buildings, nestling so trustingly at the foot of the hills, it was indeed a lovely scene, a delightful picture. But the hill and the journey were before us, recalling us to the real business of the day and we had little time to indulge in reveries or raptures. As far as the eye reaches along the clearings, or pierces through the mists of the forests, there is an interminable chain of mountains, and how then is the great commercial traveller, whose temper chafes at the ups and downs of earth, to reach that city of ours, hundreds of feet below?

What has been done may be done again, and yet human ingenuity has not reached its limits. Mountains are leveled, valleys are filled, rough places are made smooth, ways are found through the links, and the **iron horse will come, and that very shortly to Fredericton also.**

Having ascended the hill, we drove through a level tract of country known as the Maryland settlement, well-watered by branches of the Rusagornish and other smaller streams falling their way to the Saint John. It is a pretty place generally, and has its history. Being one of the escapes of soldiers deserting to the United States, a corporal’s guard has been placed in a neat little cottage look out on the roadside, and as our wagon approached the watchful corporal came peering to the door, but satisfied of our unarmorial bearing, we were allowed to proceed quietly on our journey

To the left is a “*lusus naturae*,” a tamarack tree bearing spruce boughs, so say the natives, we only saw it at a distance, and cannot affirm. From this place a drive of a few miles brings us into Sunbury County, which is crossed by Western Extension, and traversed for some distance by the Fredericton Branch. The land from the dividing line to Tracey’s Mills on the Oromocto, a point about three miles above Hartt’s Mills, is settled only at intervals, much of its being unfit for cultivation. Here, at Tracey’s Mills, we reach railroad, and to the right that section leased to Messrs. Thompson and Rainnie, commencing at the large bridge now in course of construction across the Porcupine which enters the Oromocto at this point and extending upwards 18 miles to Harvey, until it joins the section worked by Robinson and Company. Arrived at this place we find all the symptoms and realities of railroad operation. Along the line innumerable shanties have been erected for the accommodation of the men, their wives and their children, the latter abounding to superfluity; a blacksmith’s forge is in full operation; cars, dobbins, wheelbarrows, plough, and “plants” of every description are scattered round in all directions, while conspicuous in white wash and window shutters stand the great centre of attraction, the contractor’s shanty, constituting at once their store, storehouse, office, office of resident engineer, lodging house and dormitory. Notwithstanding its various adaptations, a snug hospitable little place is this same “shanty” as we fully realized during our brief visit on Tuesday last, although it does leak on rainy days, just a little.

Mr. Parker Tuck, the resident Engineer, was “not at home” having certain matters in Saint John requiring his attention, but from Messrs. Rainnie and Rudge, and from Mr. E. C. Chestnut who fills satisfactorily the important office of clerk, we received a most hearty welcome, every information they could impart, and the kindest attention. After dinner, (they fare sumptuously in that shanty) we all adjourned to the works. The starting point is the bridge before mentioned crossing the Porcupine; the massive masonry of which is nearly completed; it has a span of about 30 feet. To the

right of this some heavy earth-filling and leveling is yet to be done, but beyond this again there are about four miles almost in one continuous stretch, levelled and graded and ready for the rails. This is a beautiful piece of road, the delight of the contractors, and the envy of railway men in general; it is crossed by some five or six open and covered stone culverts built under the immediate supervision of Mr. Rudge, and pronounced by the Company's engineer unsurpassed on the whole line. This stretch of road ends at the outlets of Lake Yoho, over both of which large bridges are to be built similar in size and workmanship to that crossing the Porcupine. This was the end of our journey to the line, but a short distance beyond this point the work recommences and continues at intervals all along the whole section to Harvey. They have now altogether about 12 miles grades, and it must be a satisfaction to the contractors to know that the most competent authorities have pronounced it "first class" every mile of it. There are about 200 men on this section, scattered at intervals along the Line, working from both ends to a central point; the men were not at work on the occasion of our visit, being obliged to suspend operations in consequence of the rain.

Thompson and Rainnie commenced operations on the 18th September, 1867, when the first bush was cut by Mr. Thompson's own hands. They have until 1st August next to finish the work, and entertain no doubts of being able to complete their contract within the specified time. Although rather a level, it is not what railroad men term an easy section; when depressions occur the filling has to be barrowed at considerable distance, and the carriage becomes excessive. Still the work goes bravely on.

The stones for the bridges are quarried across the Oromocto, some two miles from the line. here a party of men has succeeded by the aid of feather and wedge, powder and derrick, in taking out a pile of immense stones, which are here chiseled into shape, numbered and made all ready for the work, so that like the stones of Solomon's temple no sound of hammer or chisel heed be heard in the building and the bridge being represented on the ground by a wooden model under the eyes of the workmen.

On returning from the quarry no time remained to visit Tracey's Mills. There is already at this place quite a little village destined to assume "grander proportions" as the railroad comes into full operation.

At 5 o'clock taking leave of our hosts we started homeward, taking a new route through a lovely tract of country and interesting the works of the Fredericton Branch which is being rapidly pushed on to Hartt's Mills. The drive back was exceedingly pleasant, and we reached home "in corpore sano" at 8 precisely, delighted with the events of the day. For a holiday trip we cannot recommend a pleasanter.

Head Quarters

Oct 21, 1868

Sheriff Temple, at the celebration of the first sod last November, promised--should the \$10,000 then required to complete the undertaking be got--the people of Fredericton would, in fourteen months from that time, hear the locomotive shrieking through their streets. There are signs that the promise may be fulfilled--**sleepers are being laid down in Westmorland street, and the first locomotive has arrived in town, to be furbished up and painted in preparation for its first trip. It was quite an undertaking to convey the Engine from Phoenix Square wharf to the Shed near the Railway wharf above town.** WE are sorry to hear that Mr. Pickard, who was assiduously helping it on its way, received an accidental blow. We hope that, at this time, it will not interfere with his running [for election in the federal election for York].

Reporter

Oct 30, 1868

The sound of the locomotive "has been heard in our street," and the age of railroads has dawned upon us. This afternoon for the first time a locomotive steamed its way along one of our streets running from the foot of Westmorland street to the Exhibition building, and verifying the prediction of Mr. Temple that in

one year from the turning of the first sod an engine would be running on the track. An admiring crowd witnessed the first attempt.

As we write a number of ladies are enjoying a ride on the tender to and from the Exhibition.

It will be remembered that this work is the work of the people undertaken and accomplished by **men who have worked their way to prominence in the community and not by those fossils who have so long checked anything like modern enterprise in Fredericton. The whistle of the locomotive is the knell of their dynasty.**

[the photo of Gibson and Edgecombe with the Exhibition building in the background dates Oct 1875]

Head Quarters

Nov 4, 1868

Song of the Fredericton Locomotive

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

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

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

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

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

Reporter

Feb 12, 1869

Filling in of missing link between Woodstock and Rivière du Loup just matter of

time. Resolution taken in Woodstock:

“Resolutions passed affirming that better route than Northern could have been adopted; that majority of people agreed to Confederation from assurance that Intercolonial would go by Western or Central Route; that Dominion government should release Province of all liability of construction of E and NA eastward; and grant aid sufficient with \$80,000 grant by act of '64 and which it was contemplated would become part of our debt to build road from Woodstock to Rivière du Loup.”

Woodstock to Rivière-du-Loup

The filling in of this missing link in the shortest and most direct route between the business centres of Canada and the outlet to the sea, is merely a question of time; for so sure as

commerce is king so sure will the requirements of Commerce force upon us the building of this connection. To all business men time is money, and delay is not only dangerous but expensive. Will the great commercial houses of Ontario therefore submit to the expenses of the long and tedious journey by the Major Robinson line, when once fully sensible of the advantages of a cheaper and more direct route. The fact is the politicians of Upper Canada have been politically led in the matter, which became not a question of trade and commerce as it is legitimately, but rather a question of Executive polity. It was considered more expedient that Mr. Carter should remain in the government than that a profitable Intercolonial road should be selected, at the expense of the Coalition. it is notorious that Mr. Cartier is master of the situation; that with 40 Frenchmen at his back he can, if he so desires, determine at the present day any question of Intercolonial policy, for if the brigade is seen to waver for a moment he fairly yells at them in “notre langue” they spring to his call, and the day is won. Thus it was that the road was carried by the North Shore. No doubt Sir John would have willed it otherwise, but Sir George was inexorable; his constituents along the Major Robinson line, incited by Mr. Mitchell, had called for this route and they should have it. They did not claim to have a fertile and settled country; neither did they claim commercial equality with many other sections of the Confederacy, but they were 40 or 50 strong, and might with them is right, though the road goes wrong.

It must not be understood that the advocates of a Central line have despaired of their purpose. In King Commerce and his requirements they have an abiding faith and these requirements are out opportunity. Of course it cannot be supposed that the Dominion can afford two Intercolonial Railways and such is not expected, but it is no more out of place for New Brunswick to seek Dominion aid in the construction of a great provincial work, than it is for Ontario to seek pecuniary assistance for the opening up of her Canals, etc. We have seen how generous the Privy Council can be towards Nova Scotia in granting better terms, will they not be equally generous to New Brunswick in granting better railroad accommodations. It is certain they have made an enormous miscalculation either in their first or second stipulation with Nova Scotia, and if mistaken towards Nova Scotia why not mistaken towards New Brunswick also; but we will waive all that if they will only come down” with the required aid. Or let them guarantee the interest on the debt, and we'll raise the money and build the road ourselves. The road must be built; it is merely a question of time.

On this subject we have an abiding faith in the good sense of Upper Canadian statesmen. When they begin to look with commercial instead of political eyes at their own requirements, they will retrieve their errors of today by assisting us to finish our connection tomorrow.

the town of Woodstock has taken the initiative as will be seen by the following telegram which reached here yesterday. It was the result of a public meeting speaking the sentiments of thousands of New Brunswickers.

“Resolutions passed affirming that better route than Northern could have been adopted; that majority of people agree to Confederation from assurance that Intercolonial Railway would go by Western or Central routes; that Dominion government should release province of all liability of construction E. and N. A. railroad and Extension ? ward, and grant aid sufficient with \$80,000 granted by act of 1864, and which it was contemplated would become part of our debt, to build road from Woodstock to Rivière-du-Loup.

Reporter
March 12, 1869
Subsidies for Railways:
Woodstock Branch 52,800
St. Stephen Branch 5,764
Western Extension 80,000
Fredericton Branch 37,500
[None for St. Andrews?]

Reporter
April 2, 1869

With the breaking up of the present winter travel between Fredericton and Saint John, a new era dawns upon us. Soon that venerable institution, the Nerepis road, famed by history and tradition, will be among the things of the past; soon Belyea's, Mrs. McGowan's, or the less romantic but not less familiar Darby Gillan's, will be forgotten or only remembered by some grateful traveller who has been cheered and refreshed, for his journey beneath their hospitable roofs. Before another winter sets in the iron horse will be upon the track, to take the place of the "the Daily Stage" and the Fredericton Branch with Western Extension will supplant the Nerepis. Probably the cars will be running by the middle of August next, and Railway connection between Fredericton and "all the world" will be *un fait accompli*. Thanks to the men who *invented* the Fredericton branch.

Reporter
Aug 6, 1869

The Fredericton Branch Railway Company have during this week shipped **twenty freight cars for Western Extension, manufactured under the superintendence of Mr. Hunter at the workshop of the company in this city. A number of passengers, box and freight cars are in course of construction at the same place. The new locomotive is expected daily.**

Reporter
Oct 8, 1869

First Trip on the Railway

Mr. E. R. Burpee, contractor on Western Extension, having the rails laid along the whole line in New Brunswick to the American Boundary, invited the members of the Local government, prominent railway men from Maine and the Province, the Press of Saint John, Fredericton and elsewhere, available, together with a number of other gentlemen, to a ride over the road, and to see for themselves what energy and enterprise have already effected towards the accomplishment of their great undertaking.

Accepting this invitation, Hon. Judge Fisher, Hon. Prov. Secretary, Hon. E. Perley, who happened to be in Fredericton at the time, Dr. Dow, M. P. P., John E. Marsh, City Clerk, John Richards, Secretary of the Fredericton Branch and the representatives of the local Press, went out in carriages to Hart's Mills to join the excursionists from Saint John. Went out, we say, by carriages but mark you we returned by the iron horse, thus witnessing the closing of one era and the opening of another in the local history of Fredericton and its surroundings.

The devastations of the storm furnished constant topic of conversation, more especially as we were compelled two or three times to halt in our progress and lift the wagons bodily over the fallen trees which blocked the roadway. Near the end of the journey, however, the last half mile was so completely blockaded that we were obliged to find our way to the station on foot, dismissing the horses and carriages for evermore, as among the things of the past, so far as this journey is concerned.

Arrived at Hart's Mills, we found, as mentioned elsewhere, that the long wood shed, recently put up at considerable expense, had been the toy of the wind the preceding night, and after being dashed hither and thither lay a confused heap upon the ground. While amazed at the strength of the blast which had snapped strong

the ground. While amazed at the strength of the blast which had snapped strong rafters like pipe stems, a distant whistle sounded, and soon a locomotive drawing an elegant monitor--top passenger car and two open cars, dashed into the station, and presently descended a goodly company of gentlemen from Saint John, including the contractor himself, Mr. Parks, the President of the Company, the representatives of the Press--Messrs. Anglin, Willis, Livingstone, Ellis and Knowles, with Mr. Blackadar, Queen's printer of Nova Scotia, the Mayor of the city, Hon. Mr. Flewelling, Surveyor General, Hon. Mr. King, Mr. Grant of Eastern Extension fame, and a number of others whose names we cannot recall.

After mutual greetings and a few minutes delay "all aboard" was the word, and we soon found ourselves hurrying along a well laid track, the section taken by Messrs. Thompson and Rainnie, and speeding towards the American boundary. The country through which the road passed is decidedly uninviting, and until we reached Cork Settlement and the Harvey, apparently unfit for settlement. At the latter place a handsome station has been erected, and the and the advantage of railway building are here manifesting themselves abundantly, and Harvey is bound to prosper.

The next point of interest is the Magaguadavic and lakes. Along the edge of the latter the road gracefully winds, with a fine view extending to the top of Bald Mountain, from whose summit fifty lakes are counted, Cataden seen in the distance, and the finest view in New Brunswick may be obtained.

The Magaguadavic itself is spanned 100 feet in the clear by a splendid iron bridge, of Boston manufacture. It was with this bridge, which Mr. Hibbard prophesied was to have been swept away last spring, the government were to be hurried along to their doom, but if they are to remain as long as the bridge, there are a good many long speech yet in store for the House and Country.

Passing over Messrs. Brooks and Robinson's portion of the contract, we came to the City Camp, the junction of the St. Andrews and Woodstock lines with Western Extension. Here we were joined by Mr. Jewett, and a number of prominent railway men from Maine and also by Hon. Messrs. McAdam and Lindsay, and by friend Watts of the Sentinel. Pushing on four or five miles further, we come to the "ne plus ultra," the end of the line, cut at right angles by the St. Croix, over which an iron bridge is to be constructed, the heavy masonry of which is now being prosecuted. Across the water is the domain of Uncle Sam, who in this contract matter is not up to time, for while young New Brunswick has so nearly completed its portion, Maine as 50 miles scarcely yet explored.

Across the St. Croix and directly in view there is a very heavy cutting, which is only just completed. Here is the mammoth Tannery of Messrs. Shaw and Co., just beginning its operations.

Returning to City Camp we were most hospitably entertained by Messrs. Robinson and Brooks with a substantial dinner, which being discussed, we started homeward, taking with us in addition to those already mentioned, Judge Kent, lady and son, also Mr. Ramsay, who has been appropriately styled the original pioneer of Western Extension. Judge Kent is quite a celebrity in his own State, and was Governor of Maine during the Aroostook War.

We reached the station at Hartt's Mills shortly before 6, where, after saying good bye to the Saint John party, we waited until 7 ½ for the locomotive which was to bear us to Fredericton. The locomotive presently put in an appearance, the first which ever passed over the entire length of the Branch, **consequently our party was the first to have the honor travelling the Fredericton Branch Railway.** The night was rather dark and cloudy, the rails had only just been joined a few hours previously, and as may be imagined, the journey was just risky enough to make it exciting. Happily, however, we reached our destination without accident or hindrance of any kind, and parted at the depot with three rousing cheers for the Fredericton Branch and three for Western Extension.

The road from Fredericton to Fairville is being rapidly ballasted; the temporary bridges, such as that over the North Branch of the Oromocto, are being replaced with strong permanent structures of iron, stone or wood, and in about six weeks it is probably the road will be formally opened to the public.

We should not forget to mention that there was any amount of "good cheer" on board the car, which stood the attack bravely until nightfall. A bottle of rich moisselle, left in charge of a local editor, mysteriously disappeared. The custodian is concerned

for its fate.

Reporter

Oct 15, 1869

Opening of the RAILROAD

On and after the 17 November next, Fredericton will have permanent railway connection with Saint John, with Woodstock, St. Andrews and St. Stephen, thus securing open communication with all the outer world summer and winter.

It has been the duty of the *Reporter* to make many announcements to its readers during the years of its existence, but none of such local consequence as the above. The possession of Railway facilities is the greatest commercial advantage of the age; it is no small thing, therefore, to say that commercially we are up to the times, that we advance with the spirit of the age, that we are no laggards in the onward march of the world's social reform.

It is pleasing to note that these advantages have been secured to us through the energy of your own native talent, seeing that the originators and prosecutors of the works on Western Extension and the Fredericton Branch are **mostly young men of Provincial birth, who are not more speculators only, but have at heart the interests of their native land.** We do not suppose that with the completion of Western extension their energy shall have exhausted itself. We expect to hear their names in the whistle of the locomotive as it gradually wakes the echoes along the valleys of the Saskatchewan and on to the shores of the pacific.

The advantages of the opening of this line to Fredericton are so many and obvious that it is unnecessary to detail them to our readers; we may simply remark that there are no indications as of yet of our city becoming a ruined "pile of bricks."

A notice handed us by the Secretary, John Richards, Esq., contains the official announcement of the opening of the line.

Reporter

Nov 5, 1869

The first passenger car passed over the Fredericton Railway on Tuesday afternoon. *This was one of the second class cars made in this city by Mr. Hunter, and competent judges say they are superior to any second class cars in the Dominion. Good for Fredericton.*

The only passengers on the occasion were the President and Secretary of the Company, John Pickard, Esq., . . . [rest missing - gives time to Hartt's Mills, one hour and something. Distance 22 ½ miles]

Reporter

Nov 12, 1869

The Railway

It was positively the intention of the Western Extension Company to have opened the road on the 17th inst., an announcement which we made on good authority last week. It was intended to employ for the present the temporary bridge across the south Branch of the Oromocto, but since the announcement of the opening was made the new Iron Bridge has arrived, the putting up of which without delay is an absolute necessity, and which must retard the formal opening of the line until on or about the 1st December. It cannot be helped, and the public will only be disappointed by a few days. The injuries to the Iron Bridge over the North Branch, which was borne down stream several feet by a jam of logs, are not considerable and have already been repaired.

The Canada Pacific Railway

We publish the leading features of the new Canada Pacific Railway enterprise, which we are sure will be read with interest. Although such a vast undertaking, a few years will see it successfully accomplished.

(From the Montreal Gazette)

Public notice is hereby given, that an application will be made to the Parliament of the Dominion of Canada, at the next Session thereof, for a Charter to construct a railway from Fort Garry, on the Red River, in the North-west Territory, Westward, to the confines of British Columbia, and Eastward to such point of connection with existing railways in the province of Ontario as may be found most desirable with power to construct a branch of the said railway from Fort Garry to such point on the Frontier of the United States, at or near Pembina, as may be deemed most advisable. The said Charter will be asked for in the name of the "Canada Pacific Railway Company."

--Canada Official Gazette, Sept 28, 1869

1. The promoters of this enterprise present it to the public with an entire confidence that it will prove to be both a safe and profitable investment, an enterprise which, while it benefits millions will reward those who adventure boldly.
2. They are deeply interested with the gravity of the task they have undertaken. To project the construction of the Railway, at least twenty-five hundred miles in length, and which will absorb at least 20 millions sterling pounds of capital, is no light matter, nor is it of less weight to devise a plan which simply by beginning at the right end, will create a road, paying almost as it is built, mile by mile producing prompt and assured returns and holding out, day by day, fresh inducements to further investment of capital. If this road as built, convinces the capitalist that his money is safe and his return speedy and sure, then its construction will be rapid and its success certain.
3. The promoters of the Canada Pacific Railway believe that they have devised such a plan. They now submit it in detail to the test of public opinion. they court publicity, they invite suggestions, but they are satisfied, that, admitting of change in detail, the plan as a whole must ultimately prevail, supported, as it will be, by the shrewd sense of capitalists, and by the grave judgment of the Parliament of this Dominion.
4. The Canada Pacific Railway Company will apply to the Parliament of the Dominion, next session, for a charter of incorporation, including all the usual clauses and conditions, excepting the provisos for land damages, which will be superfluous, as the right of way will be granted free.
5. it is not the intention of the Company to ask from the Legislature any pecuniary assistance, by guarantee or otherwise, but they will ask for a free grant of lands, in alternative blocks to be surveyed and set off on each side of the railway on the location of the line itself.

Standard

Dec 8/1869

Opening of Western Extension

On Wednesday last, that grand conception, Western Extension, to unite this Province with the continental network of railway, became a reality, and was formally opened for traffic. A train of seven cars left Saint John with a number of leading gentlemen from that City, other parts of the Province, Nova Scotia, and the United States; when it arrived at the Fredericton Junction they were joined by Governor Wilmot, members of the government, and others from that city. The train proceeded up to City Camp, where Western Extension intersects the N. B. and C. Railway. Here again the numbers were increased by additions from St. Andrews and St. Stephens in the trains from those places. We must not omit to mention, that while the trains remained at City Camp, many accepted the generous hospitality of Robert Robinson, at his temporary residence, and partook of an excellent dinner. The train left again about 3 o'clock for Saint John; the St. Andrews representatives were not as numerous as they would have been had the morning been fair, but Messrs. Stevenson, M. P. P., George D. Street, H. Osburn, A. Kennedy. N. T. Greathead, and the Editor of this paper, were of the number. The passage to Saint John was really pleasant, and a good deal of fun sometimes rather relieving—particularly of "hats and caps" occurred; persons could not be distinguished by the color of their collars, as they were shorn of those appendages in the most polite manner imaginable. The truth is, there were so many "good fellows" on board the train that they drove "dull care away." Nothing further of note occurred before reaching a heavy embankment called Ross' "dump," when a slight detention was made, as the late heavy rain had caused the embankment to settle;

however with care the train passed safely over and reached Fairville station about 9 o'clock. Here the mud was knee deep, and those fortunate enough to obtain coaches did so. Arrived at the Suspension Bridge an unnecessary delay of several minutes occurred to pay "toll" but after some time the coaches arrived at the Car Shed, where without having time to arrange toilet, the excursionists were received and welcomed by "our host E. R. Burpee, C. E. in a hearty manner. On entering the Dining Hall, a brilliant sight met our view, the shed was handsomely decorated, the tables covered with silver and glass—the waiters dressed in white aprons and gloves at their stations. At 10 o'clock the large building was nearly filled, the gong sounded, and the waiters proceeded to their duty. A blessing having been invoked by the Rev. Mr. Bennet, the guests commenced to do ample justice to the excellent bill of fare provided under the able superintendence of Mr. Cregan, that prince of caterers.

At the head of the room was placed a raised table, where Mr. Burpee was seated, supported on either side by Gov. Wilmot, W. Parks, President of the Road, John Boyd, Hon. E. B. Chandler, Judge Stevens. Mr. Putnam, Mayor of Portland, Maine, and other gentlemen of note. Such full and correct reports of the dinner and speeches were given in the Saint John dailies and other papers that we may safely dispense with a lengthy description. The bill of fare was beautifully printed in gold by the Messrs. McMillan. After the removal of the dishes, Major Robinson, one of the directors of the Western Extension, who was also toastmaster, read several letters of apology from leading men in Massachusetts and the Provinces, after which he announced the usual loyal and patriotic toasts. The speakers were Gov. Wilmot, Mr. Pike of Calais, Judge Stevens, Senator Dickey, of N. S., Attorney general Wetmore, Mr. Putnam, Mayor of Portland, E. R. Burpee, William Parks, Mayor Alward, John Boyd, Hon. E. B. Chandler, T. W. Anglin, Mr. Levesy, of England, and Mr. Watson, of St. Stephen.

The speeches on the whole were not as brilliant as it is probably they would have been, had not the fatigues of the journey and the very late hour contributed to weary the speakers. Mr. Anglin's speech was without doubt the best. Mr. Pike although so severe in his speeches and letters against reciprocity and the Provinces with a few years, is a strong advocate for a frontier line for the Intercolonial Railway. Mr. Boyd's remarks were well conceived and happy, and Mr. Watson came out boldly for Charlotte County as the pioneer of railways.

We heartily congratulate Mr. Burpee on the success of his grand undertaking. It must be acknowledged that to him, and to him alone, is due the credit of bringing Western Extension to its present position. And if the citizens of the Commercial Metropolis are true to their interests, they will recognize Mr. Burpee's exertions in a manner gratifying to him and to themselves. The celebration of the "nuptials by iron bands" of two great countries, was a complete success and was carried out in princely style, having cost \$10,000.

Reporter

May 5, 1871

Railway Notice

On and after Monday next May 8, the train from Fredericton will run into Carleton, passengers and baggage being transported directly to the City by Ferry Boat. Train leaves Fredericton at 8:40 am leaves Saint John and 3:45 pm. Fare to Saint John, ferriage included, \$1.65. Return tickets \$2.50. Fare to St. Stephen and St. Andrews \$3.00. Fare to Woodstock and Houlton \$2.50.

Reporter

June 2, 1871

Opening of the western Extension to Bangor

The managers of this highly important undertaking, which is at once a matter of great commercial concern to the New England States and three maritime provinces especially, have pointed to Wednesday, October 11th, for the formal opening of the Road. No doubt there will be a grand celebration on that auspicious occasion; prominent men on both sides the boundary will meet together to commemorate the iron bound union of two great international interests thus peacefully effected; there will be orations, speeches, and champagne, with all the etceteras worthy the grand

event then and there to be consummated. To cap the climax rumor has it that President Grant will honor the occasion by his august presence, and the inevitable cigar of course.

Bangor and Saint John are rivals for the honor of holding the celebration and as they are not at all likely to come to any amicable arrangement, we would recommend, just in the interests of peace, that they split the difference and hold the celebration at Fredericton.

Aug 30, 1871

Our Visitors

Our citizens and merchants should be gratified by the unusually large number of travellers and pleasure seekers who have visited Fredericton during the present season. We can safely say that never before in the history of this city have we had so many visitors during the spring and summer season, and every day brings crowds by the steamers and cars. From conversations with gentlemen from Chicago, New York, Boston, Bangor and other cities across the border, and also with those from our own Dominion cities, we have learned that they and their families have been much pleased and gratified by their visit to our City, and we venture to affirm that there is not a more pleasant place on this side of the Atlantic for one, or a thousand, to spend a few days in, with a fine climate, clear and generally cool atmosphere; with broad fields and woods giving pleasant sporting facilities to those fond of these kind of recreations; with a most magnificent river near us giving enjoyment to those fond of boating, and an Indian encampment of the Malacete tribe just across the river, the service of the Indians being engaged with their canoes for a sail on the river, for a few hours at a mere nominal figure. With better hotels than can be found in any other city of its population in the Dominion, and when we sit down and think seriously we ask ourselves, why should not we have large numbers to visit us all the year round? Nothing to hinder it—for our winters are really enjoyable. We have cold weather and snow, yet these bring their pleasure and enjoyments. With Western Extension opened we anticipate such a rush of travellers next season as shall surprise those croakers who have to be found decrying the growing prosperity of our City, and who are crying out, “The Glory is departed because English troops have left us.” But we will say this, it would have been far better for us, as a city if they had never been here, even though they did leave money by the purchases of food, etc., for it has caused a spirit of inertia among our people, that must be taken out of them before they can be really equal to live Yankees.

Standard

Sept 6/1871

The opening of the Western Extension from Saint John to Bangor, which is to take place on Oct. 18, will be an important event in the history of this province. It will then be joyfully connected in the iron bands of railway matrimony with the United States and the network of railways over the western continent. It is said that the President of the United States, Gen. Grant, and also General Sherman, Meade, and other distinguished Americans will be present, as well as Dominion high officials. It is to be regretted that a constitutional omission, prevents the President from leaving U. S. territory during his term of office; he cannot come further east than the line at St. Croix [later named Vanceboro], but will there meet with a hearty reception from Dominion hearts.

Standard

Sept 20/1871

Description from “Carleton Sentinel” of economic advantages of Western Extension. . . In a very few weeks at farthest, passengers may travel from Saint John to Bangor by Railway, and from thence to all parts of the United States, Canada, and to the far off Pacific coast. The opening, will no doubt be a grand affair, and worthy of the occasion. The highest officials in the Dominion and the States are to be present,—the President, Ge. Grant, and Lord Lisgar, Governor General, will preside at the collation,

which we learn is to be spread on the Bridge over the St. Croix which is to be covered over for the purpose, leaving room on each side of the ponderous table for the guests. The President sitting at the head on the United States side, and Lord Lisgar at the foot on the Dominion side, each supported by Generals and Cabinet Ministers. We learn that arrangements have been made on a liberal scale to make the occasion an enthusiastic one, long to be remembered as the peaceful union by iron bands of two great countries.

It is not necessary now to refer to the large minds which first conceived the idea of connecting the Province with the United States by Railway, it remained for the energetic E. R. Burpee to push on and carry to a successful issue, the grand undertaking, not only on this side of the Line but in the States. While noticing the construction of Railways in this Province, of which the St. Andrews line was the pioneer and the difficulties and discouragement which beset the undertaking, the Carleton Sentinel thus refers to our line:—"The St. Andrews road has become a monument to the marvellous endurance and faith of its promoters—it has linked the St. Croix to the richest agricultural Counties in Maine and New Brunswick, and effected an alliance between the waters of St. Andrews Bay and the River Saint John. It has done more, traversing a tract of country, for the greater part having as little pretensions to promise or to hope as one can imagine, it has made that once desolate district a valley where have been developed sources of continuous and vast traffic for itself, the river, and of wealth as a return to those whose industry and enterprise have made the desert thus to rejoice."

Reporter

Oct 18, 1871

Opening of Western Extension.

*Contains brief history of ENA. Get article.

Reporter

Oct 25, 1871

What Western Extension Has Accomplished

By the completion of the line to Mattawamkeag it is possible for a merchant to leave Fredericton by the 9:10 am train, reach Bangor at about 6 same day, and Boston next morning at half past 5; spend the day in business at Boston, leave 8 same evening, and return to Fredericton next afternoon at 4:30. What would our grandmothers have thought of these, those of them, for instance, who used to spend a week or ten days on the "voyage" between Fredericton and Saint John. The fare from Fredericton to Boston is \$9.50. At the Boston end of the line, however, through some misunderstanding, they fail to reciprocate, and charge full fare, \$13. This will soon be remedied.

Standard

Oct 25/1871

Account of opening of ENA. . Chairman notes line connects Boston with Halifax, and is now shortest line between London and San Francisco.

The chairman spoke as follows: "**Gentlemen, On this boundary line between the two great nations, we cordially welcome the President of the United States and the Governor General of the Dominion of Canada and their peoples at the opening ceremonies of the European and North American Railway, which traverses from Bangor, Maine, to Saint John, New Brunswick—which is to connect by rail Halifax with Boston and New York, and which must forever to be shortest connecting link between London and San Francisco. In the comparatively near future, we look for a mighty stream of ocean travel between Europe and Asia across this continent, reaching the pacific, to the line of railway now finishing, and b other lines projected, some of which, it is now certain, will be completed in a few years, and all of which will find the shortest route to Europe on the railway you have been passing over today.**"

