

New Brunswick Railway (Gibson Branch, Patchwork Railway or Riviere du Loup Railway)

Carleton Sentinel

Nov 13, 1869

An agitation having in view the building of a railroad to fill the gap between Woodstock and Rivière-du-Loup has ben commenced in a quarter from which the hope is induced that the construction of such road will before very long be undertaken. There is only a distance of 180 miles to be built, and for that distance the route would be through the most rich and desirable agricultural and manufacturing sections of the province. It is a route which would serve directly the interests of Quebec, as for years there has been a very large trade done by that province with traders and lumberers at and above the Grand Falls--a trade so large that many years ago it was quoted by now leading Canadian statesmen as an argument in favor of building the Intercolonial Railway by a Central or Western route. Ontario is interested for the very reasons that she was interested in having the Intercolonial Railway by a more favorable route than the Northern. This road would secure, what the Intercolonial Railway cannot, direct trade without the necessity of passing over American territory or being subject to the . . . trouble incident to the bonding . . . between the provinces of the Dominion. Of course, as between the Intercolonial Railway the European and North American . . . West, the advantages are all so . . . favor of the latter that the trade almost of necessity would seek outlet by that course, but with the road now proposed the advantages would lie as strongly as against the European and North American as with the latter against the Intercolonial Railway. We understand that there is to be a meeting of prominent public men at Fredericton in a short time to discuss the matter and decide upon some course of action which will ensure an early commencement of the work.

Reporter

Nov 19, 1869

Prospectus of proposed Woodstock and Rivière du Loup Railway with editorial.  
The Great Provincial Undertaking

We publish in this issue the Prospectus of what we all the great Provincial Undertaking of the day, viz.—The building of the missing Railway link between the line of the Western Extension at Fredericton or Woodstock and Rivière du Loup in Quebec, thus completing a continuous connection from the seaboard to the interior of the Dominion by the shortest commercial line.

This Prospectus was originally designed for private circulation only, it not being designed to lay it before the public until the plan was more fully matured and the particulars fully discussed. Believing, however, that the heart of the people—a vast majority of them at least—is in this undertaking, and that the fullest discussion should be hand with a view to its speedy commencement, we have assumed the responsibility of giving it further publicity in the *Reporter*.

What we have so frequently said on this subject we once more repeat,—it is only a question of time. The building of this road is surrounded by the most favorable circumstances, all impelling it to completion. Ontario is largely interested in the shortest route; Quebec, westward of Rivière du Loup, has the same interest at stake, as it opens to them the trade of the River Saint John which they are so anxious to secure. Even at the present day, the trade between Montreal and Quebec and the upper Saint John far exceeds any ideas which people in this section of the Province entertain on the subject, and to increase this trade by Railway facilities is their well advised and constant aim. The Americans also are interested in this link as it would bring them at once into perfect Railway connection with the upper Provinces.

It is not our design at present to expatiate upon the advantages or feasibility of this line. With reference to the former the Prospectus is its own best expositor, and

sets forth in language not easily controverted the necessity of this line in order to advance the material development of our resources; and as regard feasibility, the men who have taken this matter in hand do not stand upon trifles; they are resolved the road shall be built, and built it must be.

In the course of a few days gentlemen from Saint John, Woodstock, and other parts of the province, will assemble at Fredericton to discuss this undertaking, and this having occurred we shall be in a better position to furnish our readers with reliable data. We may state in the meanwhile that some of our leading capitalists have expressed great faith in the completion of this line, proving said faith by a readiness to invest largely in its construction, and we venture to predict that the conclusion of the meeting will be the formation of a company and the speedy undertaking of this great Intercolonial project. Mr. Ketchum, whose name appears on the prospectus, is a gentleman of some experience, and great energy, and we know that his mind is resolved upon carrying this work to a successful issue. In this he will be sustained by some of the leading men in the province.

It will become a subject for discussion in regard to the building of this road, whether it should run direct to Fredericton or unite at or near Woodstock but his is only a detail to be developed in its proper course.

The *News*, we find, is not over sanguine in respect to the early undertaking of this project, since it assumes the government of New Brunswick has as many railroad irons in the fire as it can properly manage, but it is a sorry compliment to their ability, if they cannot devote some of their time to an iron which promises to be of such vast consequence in making all the other irons so much more useful and remunerative.

With public opinion so fully committed to the new undertaking they would think twice before refusing every reasonable aid and cooperation.

Much, Much more, anon.

Prospectus

#### The Quebec and New Brunswick Railway

(By the Valley of the River Saint John)

Woodstock and Rivière du Loup

The opening of the Western Extension railway, so near at hand, by which Fredericton, Woodstock, St. Stephen and St. Andrews will be brought into communication with the city of Saint John, must awaken in the community a sense of the importance of a further extension of the existing system of Railways, to the Grand Falls, and Rivière du Loup.

The Quebec and New Brunswick Railway—for the construction of which a Company is being organized [Gibson here]—is desirous to supply this communication and to connect the “Western Extension,” “New Brunswick and Canada,” the Fredericton, St. Stephen and Woodstock Branches, the “European and North American,” and the Nova Scotia Railways, with the “Grand Trunk, the “Intercolonial” and general system of Railways in Canada and the Great West.

The distance from Woodstock to the intersection of the boundary of Canada is about one hundred and twenty miles, and from thence to Rivière du Loup about sixty miles, making in all 180 miles of railway to be constructed to effect communication between Halifax, Saint John, Quebec, Montreal and Canada West.

This route possess advantages over every other yet proposed through British territory, as constituting, with its connections—in addition to the important local traffic which it will command and develop—the shortest and most direct medium of communication between the several Canadian provinces, east and west.

Whilst it will open to the people of Quebec the resources of the great and fertile Valley of the River St. John now closed to them entirely, and attract the large traffic of the Aroostook and Northern part of Maine, it will enable the city of Saint John to recover the trade of that vast agricultural and manufacturing County, now partially lost, and give that City the status to which its position and harbor entitle it as the natural ocean terminus of the future British Pacific Railway.

The difficulty and expense, as well as the delay and risk, in getting provisions and merchandize to the upper Saint John, and lumber to market, has, with truth, been urged as the great hindrance to settlement and enterprise in that region. Yet, notwithstanding as many disadvantages, there is not a people in the Dominion more

enterprising, industrious or prosperous, than the inhabitants of that part of this country.

With the impetus to be given to Trade by means of this railway—the development of this magnificent country—the extra production of lumber and grain—the extension of the Mines already discovered, as well as the opening up of those resources hitherto lying dormant—the enlargement and increase of manufactories—and the immigration of Settlers consequent upon the extra demand for labour, and reduced cost of provisions—this Railway promises advantages especially recommending it to the consideration of all who value the future prosperity of the country.

A free right of way will be given for the line. The several Counties through which the line will pass and the Cities of Saint John and Quebec, will doubtless contribute liberally to the undertaking.

It is expected that the Dominion Parliament and the Legislatures of Quebec and New Brunswick recognizing the benefits to be derived from the completion of this undertaking, would materially aid by subsidies of money; and in addition, that the Local government will assist by grants of Public Lands in the vicinity of the Railway. The remainder of the necessary capital will be raised by means of Debentures bearing six per cent interest and constituting a first charge upon the Railway Works, Tolls, etc., and on the Lands to be granted by the governments; thus forming an unexceptional security.

It is estimated that the entire cost of the railway will not exceed \$30,000 per mile, fully equipped with rolling stock; and that the traffic receipts, combined with the revenue to be derived from the sales of the lands and timber, will pay the interest of and liquidate the debentures.

H. G. C. Ketchum

Acting Engineer

Fredericton, New Brunswick, October, 1869

Standard

Dec 1, 1869

Railway to River du Loup [sees New Brunswick railroad as revival and extension of St. Andrews and Quebec railroad]

This project—a continuation of the NB and C Railway, is being freely canvassed and is received with favor by the press and public. It is the revival of a line projected some years ago, and for which a company was at the time formed in London, but which afterwards fell through, from the numerous discouragements which the NB and C met with during its construction. We have in our possession the prospectus which was issued about ten years ago, and will endeavour to publish it in our next issue, and we hail with pleasure the revival of the scheme by Mr. H. G. C. Ketchum, C. E., whose prospectus has appeared in some of our exchanges. Once get that line under contract, and we will soon have a “Frontier Intercolonial” which will be in operation and connecting with the lines to Woodstock, Fredericton, St. Stephen, St. John and St. Andrews. Its importance cannot be overestimated; St. John then, with its many advantages will be the grand terminus and shipping port for the upper Provinces during the fall and winter.

Reporter

Jan 7, 1870

John Reid has undertaken to bridge the river Saint John at Fredericton. He corresponds with first class firms, and says he is bound to carry it through.

One of his replies is as follows:

Boston, Dec 18, 1869

Dear Sir,

Your favors of 10<sup>th</sup> and 13<sup>th</sup> inst. came duly to hand. In the very limited time at our disposal since the receipt of your tracing, we have not been able to investigate only far enough to decide with a good degree of certainty that we can build your people a bridge of iron, with wood floor beams, good substantial solid, for one hundred and fifty thousand dollars (\$150,000) New Brunswick currency, provided we could place the superstructure on iron screw piles, and put all the spans and one of

200 feet clear for purposes of navigation, at 100 feet each. The only difficulty of our piling would be large fields of ice floating against them, but we presume that could be taken care of by your ice breakers of logs. Our system of substructure, would not seriously impede the rivers' flow, and we think in the clay bottom as shown, which we presume to be correct, would be very efficient. At any rate if you can manage to raise \$150,000 we think it is possible without any doubt that for it you could get a first class iron highway bridge.

Carleton Sentinel

Jan 22, 1870

As it has been and is a current topic of conversation by the people we meet, both from the country and town; as the stockholders of the Woodstock Railway, at the Annual meeting, passed a resolution on the subject; as several of the Saint John papers, all the Fredericton, St. Stephen and St. Andrews papers have contained remarks urging its importance; as a conference has been held and a meeting is likely, shortly to be held in St. Stephen, to assist it; as our County Council have unanimously provided for the necessary legislation to enable the County to render material aid; as portion of the press, and gentlemen of means and influence, in Quebec, have written and talked of it; we had concluded that a good deal of interest was taken in the "Railway from Woodstock to Rivière-du-Loup," but we suppose we are mistaken, for a correspondent of the Saint John Globe writing from Woodstock says: "Nobody seems to take much interest in the matter but Mr. Whitehead and the newspaper (The Sentinel) named." We trust and rather think the Globe misinformed, for if we know anything of the views of the people of this County, they are sensibly alive to the importance of this proposed work.

Reporter

April 15, 1870

Notice

In accordance with the "Act of Assembly" incorporating the New Brunswick Railway Company, notice is hereby given that the first meeting of the said Company will be held at the office of the Engineer in the city of Fredericton, on Tuesday, the 3rd of May next, at 2 o'clock pm for the purpose of electing directors, passing by-laws and the transaction of such other business as may be brought before the meeting.

Alexander Gibson

John Pickard [Fredericton Branch]

H. G. C. Ketchum

Dated at Fredericton, the fourteenth day of April 1870.

Survey of the new Intercolonial line, known as Ketchum's line

Reporter

July 15, 1870

The annual Crown Land sale are progressing at the surveyor General's office. The better quality of land have all been compacted for by the "big-fisted lumbermen," and sell only at the upset price; while the poor lands being subject to fair completion have realized a handsome sum. This shows the necessity for a total change in the system.

Reporter

July 22, 1870

A Trip to Woodstock

...

About two o'clock we left the Junction for Woodstock. This line is not in such good condition as western extension, and the rolling stock is decidedly inferior. But the traffic in lumber is really enormous. This is fact the great business of the road and is furnished by then saw mills which are springing up all along the line, the principal of which are McAdam's and Murchie's. The greater part of the lumber is brought to these mills in the log, so that water communication is not so great an object; in fact one party is now building a steam saw mill along the line in a spot where not a drop of water is visible, a phenomenon which a few years ago would have been ridiculed as madness. The lumber manufactured at these mills is for the great part transported to

madness. The lumber manufactured at these mills is for the great part transported to St. Stephen, where their proximity to Calais presents a certain advantage in the export duties. Everything? is managed in this way. The timber is first rafted on the St. Stephen shore, then as the water rises, drifts of its own motion out into the stream, where it is picked up by some good Samaritan, pulled over to Calais, and there loaded in the vessels ready to receive it, so that virtually there is no clearance from a British port. However an evasion of the law which puts many a dollar in the pockets of St. Stephen lumberers.

The results of all this traffic, so far as it concerns the town of Woodstock, are apparent at first sight. It is not at all the Woodstock of five years ago. Evidences of thrift and increasing prosperity abound on every hand, and as the people begin to find themselves profitably employed, so the moral thereof, of the community shows evidences of reformation which an occasional visitor cannot fail to discover. The secret of this prosperity is, in one word "manufactories," and in the history of Woodstock past and present, Fredericton is taught a lesson which is criminal to neglect.

\*Reporter

Nov 11, 1870

Rivière du Loup Railway. Gibson mentioned.

Standard

Jan 19/1870

A public meeting of the Inhabitants of St. Andrews was called by requisition to the Sheriff, "to take into consideration the proposed railroad extension fro Woodstock to Rivière du Loup . . . The meeting was held in Russell's Hall, last evening, and was largely attended. The Sheriff was requested to take the chair, and explained the object of the meeting, after which the following resolutions were moved and passed unanimously.

Moved by J. W. Street, and seconded by George F. Campbell, and carried:

"Whereas there is a project of extending the railroad from Woodstock in the County of Carleton, New Brunswick to Rivière du Loup in the province of Quebec, thus uniting that rich province with the sea ports in the Bay of Fundy, as was the original intention of the St. Andrews and Quebec Railroad Company,

"Therefore resolved, that this meeting most heartily approved the undertaking, and pledge themselves to use every effort with the members of our Local Legislature, in order to induce them to grant aid and as instance to this proposed undertaking, as they have done to other lines of railway in this province.

Moved by W. Whitlock, and seconded by John S. Magee, and carried.

"Whereas the people of this section of the province of New Brunswick have for years used every exertion to secure railway communication with Quebec, and to give it rapid and easy access to the Atlantic and having ? secured the approval of the Legislature of Lower Canada, for this object, we feel that we still have a claim on them, for material aid, in carrying on a work, which will be so beneficial to them and the western sections of this province, and which will give connection with the railways of the United States, and open up a rich and fertile tract of country for settlement, which is not otherwise accessible.

Therefore resolved, that we further pledge ourselves to use all the influence in our power, with the General Government, of the Dominion, for the same purpose believing as we do that this extension will be highly advantageous to this province generally, to the western section particularly, and to the Province of Quebec, to which will be secured a short, safe, and expeditious outlet to the Atlantic, and connection with the network of Railways of the eastern parts of the United States.

It was moved that the Sheriff leave the chair, and the B. R. Stevenson, M. P. P. take the same.

The unanimous thanks of the meting were then given to the Sheriff, for his able conduct as chairman.

NB Reporter

March 4, 1870

Railway meeting at Woodstock

Railway Meeting at Woodstock

On Wednesday an Extraordinary Meeting of the shareholders of the Woodstock Railway Company was well attended. Sheriff Temple, J. L. Inches, H. G. C. Ketchum, C. E., from Fredericton, were present. A resolution was moved, seconded and discussed, agreeing to assign the rights of the Woodstock Railway Company to extend their line, to an Association now forming to build Railway from Fredericton to Rivière du Loup. The feeling of the meeting was decidedly opposed to the assignment. An adjournment sine die was carried without any vote being taken on the resolution.--telegraph

Standard

Oct 26, 1870

Railway News

We are pleased to learn that Mr. Ketchum's visit to England in connection with the Railway to River du Loup has been successful. The line is to be surveyed without delay; an English Engineer is on his way out to this country for this purpose. The "missing link" will thus be supplied, and the intentions of the originators of the St. Andrews and Quebec Railway will be at length accomplished—viz. a direct line of Railway from the seaboard at St. Andrews to Quebec, affording to Canada an open winter sea port in British territory.

NB Reporter

Nov 11, 1870

River du Loup Railway

Mr. Ketchum has just returned from his mission to England, having succeeded in accomplishing the chief object of his visit, namely, the enlisting in favor of the proposed line of English capitalists, ready and willing, upon certain conditions, to provide funds necessary for its accomplishment. Mr. Ketchum told the whole story, showed his plans, detailed the scheme, and submitted his propositions, which have been so far satisfactory that an Engineer has been sent out in company with Mr. K., assigned the duty of running over the line, and reporting officially upon its commercial and geographical aspects, pro or cons. These gentlemen, in conjunction with a delegation to be composed of John Pickard, Alex. Gibson, Alex. Thompson, Julius L. Inches, Esqrs., Sheriff Temple, and if possible the Hon. Provincial Secretary, will leave for Quebec on Monday or Tuesday next, there to discuss the further chances of the road, and to enlist that section of Lower Canada in favor of pushing it on to completion. We all hope they will succeed.

The proposed line starts from River du Loup, follows as near as may to the course of the St. John, touches at Woodstock, and then continues on to Fredericton, where it unites with Western Extension. As a provincial line it is invaluable, although we have no reasonable expectation that it will ever complete for the European trade with a shorter line from Bangor. It is exclusively a provincial line, nothing more or nothing less, in fact it would not even take the ordinary passenger traffic of the province itself, seeing that the route via Western Extension is so much shorter. But when we come to consider the immense amount of freight coming to New Brunswick, then we see the advantage of this road over all others. Thus from Montreal to St. John via the Grand Trunk is some 420 miles, versus 240 by the River du Loup line. It is true the water carriage to River du Loup is something larger than that to Montreal but this is fully met by the bonding of goods at Richmond junction, so that putting the whole question fairly the proposed route is a most desirable one to New Brunswickers.

Standard

Nov 16, 1870

The River du Loup Railway exploration is being carried on. The engineer recently from England, with Messrs. Pickard, Temple, Inches, Gibson, Thompson and others have started over the proposed route to Quebec and a report of its feasibility and benefits from its construction will shortly be made. This line is bound to be built.

Reporter

Nov 18, 1870

### The Proposed Railway

A number of the gentlemen alluded to in our last as likely to constitute the Quebec delegation, have already left on their important mission, including the Hon. Prov. Secretary, Mr. Beckwith. In a very few days we may expect to hear the result of their negotiations, and in the mean time we must endure "the agony of suspense," bearing in mind that should they prove successful the intermediate Counties will then have before them one of the most important questions ever submitted to their consideration. We have said "intermediate" Counties, for while Saint John, above all other districts and localities will profit in thus becoming the terminus of the shortest route through British territory, it need not be expected that they will contribute anything towards its completion; the record is against them. Trade, they conclude, must find its depot at Saint John, and they care not when or how it reaches its destination. They are content to profit by the labours of others but they will not touch the burden themselves with one of their fingers. More than this we feel their newspapers treating the matter very cavalierly, to say the least of it, with the exception of the *Morning News*, which comes out right honestly and ably in favor of the proposed undertaking. The *Globe*, for instance, premising that the undertaking is a very heavy one, gives the distance to be built at 250 miles; the Engineers make it 210. The cost he put down at \$7,000,000, which is over a million dollars more than the outside estimate of the Engineers, who have put it down at \$5,700,000, that is 210 miles at \$24,000 per mile. Of this distance a prominent engineer offers to build the first 30 miles at Fredericton at \$10,000 per mile, the company providing the iron.

The *Globe* next goes on to state that "it is generally asserted at Fredericton, that while the half dozen gentlemen who compose the company are willing to put all the public funds they can raise into the road, and thus become the possessors of over a million and a half of acres of the public lands, they are not willing to risk anything themselves." In reply to this we have to say that it is not a rule for gentlemen composing a company to invest their private means in public enterprises, but it so happens in the present instance that one of the half dozen gentlemen has expressed his readiness to invest \$100,000 in this very enterprise, and furthermore to guarantee \$5 an acre for a considerable portion of the public lands voted in aid of the undertaking. What say our contemporary to this. Let us hope, however, that if the Saint John press will not aid us in the undertaking, they at least will throw no impediment in the way, for we can assure them that a trade which this road will bring to their doors, and which they affect lightly to esteem, Portland, Bangor, St. Stephen, St. Andrews, are fearfully in earnest to secure.

(As this subject is likely to induce discussion in the public Press, and as we seldom see a copy of the *Globe* in Fredericton, we should feel obliged if our contemporary would mail us a copy occasionally, charging it in his general account of good will to the celestials.)

Coming nearer home, we are glad to find our contemporary the *Head Quarters* coming out in favor of the scheme. Truth to tell, we expected to hear it sounding the trumpet of blue ruin, desolation, and taxation, but in this we find ourselves happily mistaken. We would not advise our contemporary, however, to challenge or question too closely the statements and figures in regard to traffic and distances given in our last. Our estimates were based upon the several distances to Montreal, which we must admit is the main point of passenger traffic, both as regards international and European travel. We never alluded to Quebec in this connection at all. It should be borne in mind that nothing is lost by telling the whole truth, and putting the question fairly and honestly before the people. It engenders a feeling of confidence on their part, when they find the advocates of a plan willing to give the cons together with the pros.

But if the editor himself refrains from starting the blue ruin and desolation, a correspondent gives forth the cry with might and main. Hear him:

"I am informed, Mr. Editor, that your contemporary (the Reporter) in advocating this project, suggest that Fredericton should guarantee \$50,000."

Now we have no recollection of suggesting \$50,000 or any other specific sum to be guaranteed by the City of Fredericton; that part of the question is not yet mooted.

He then goes on to say:

“I protest in the name of an already much overtaxed community, against incurring any farther railway liabilities. Be it remembered, that it is the last straw that breaks the camel’s back. Are we not already taxed at the rate of 8 percent on the Fredericton Railway Branch on the sum of fifty or sixty thousand dollars? How in the name of all that is upright and honest in Fredericton to stand more than she is now groaning under, especially as some of her best citizens are moving away from us, thus rendering the taxes heavier upon those who remain? I am not opposed to the whole Country rendering assistance, but Fredericton (a handful of people) sure can do nothing more.”

Now whoever wrote the above has clearly never conceive the true principle of taxation, vis., that no matter how great the tax provided it be represented by a proportionate benefit. Thus it matters not to the citizen of Fredericton whether they be taxed \$5 or \$5000, provided that which gives rise to the assessment gives them at the same time the ability to pay. A farmer, for instance, comes to the city and purchases a mowing machine, in other words taxes himself so many dollars, and why because he knows that in the course of a short time the mowing machine will repay all the tax and leave something to credit besides. Just so with the Railway, and the question is not “shall we be taxed?” but rather “how much can we afford to be taxed?” Will the Railway advantage us \$50,000, then we can afford to be taxed \$50,000 and so on ad infinitum.

Should this railroad run in the direction proposed, that is to a point opposite the city at St. Mary’s or Douglas, the advantage to Fredericton is self-apparent. Our city would then become a grand distributing point for a large portion of the Province, and flour would be purchased here at a cheaper rate than in Saint John. A bridge across the river would then become a commercial necessity, thus hastening a work which sooner or later must be constructed. At first the cost of a bridge was estimated at \$1,000,000, then at half that sum, and now Mr. Burpee guarantees to build a substantial iron bridge for one quarter of that sum - \$250,000 Then whatsoever benefits the city must benefit the country also, and we are satisfied that it is only necessary to guarantee the people that the road shall run according got the proper route, that the scheme shall be carried through in all good faith, and they will vote any reasonable amount towards its accomplishment, and that too without any dread of blue ruin and desolation.

NB Reporter

Dec 2, 1870

The New Railway Project

Our delegates have returned in expectant spirits from their Quebec mission, having received from the various legislative, municipal and commercial bodies with whom they came in contact, the most gratifying reassurances of cooperation and support. In the Quebec legislature men of all ranks, government and opposition, have given in their adhesion to the scheme, convinced at once of its advantage and practicability, while the municipalities of both Montreal and Quebec endorse the undertaking in a most encouraging manner. The following in the tenor of a resolution recently adopted by the Municipality of Montreal:

“After a careful examination of the several railway routes fro Montreal to St. John, NB, where there in an open seaport throughout the year, the Council of the Montreal Board of Trade have no hesitation in declaring that the line presenting the shortest distance between the River St. Lawrence and the port of St. John, aforesaid is that whose initial point is at our near River du Loup, the distance being not more than three hundred miles, and wholly through Canada territory.”

“Among the immediate advantages to be conferred upon the trade of the Dominion by the construction of the railway above mentioned it may be especially stated that propellers and steamboats from the interior may either deliver their cargoes of flour, etc., at River du Loup to be transported thence to St. John and then, distributed to Nova Scotia and elsewhere, in much less time, and at much less cost, than by any other route also opening direct trade with the valley of St. John River, as well as avoiding the delay and expense incidental to transit through United States territory. And these benefits would be very largely increased when the Canadian canal

system shall have been extended and enlarged to its full capacity.”

“Further and generally: the Council believe that the speedy construction of the proposed railway from the River St. Lawrence, via Woodstock and Fredericton, to St. John, NB.—suggested and recommended by the Government of Canada in 1852—deserves public attention, on account of the great commercial advantages it will afford in opening up a route whereby supplies of all kinds can be furnished for the Upper St. John Valley, and for lumbering purposes, connected not only with the Province of New Brunswick, but also with the State of Maine.”

The arrival of our Delegation at Quebec was most opportune. They found a delegation already assembled on a very similar errand, namely, to procure aid for the building of the North Shore line from Quebec westward. This proposal was looked coldly upon by the large tract of country this side the St. Lawrence, having River du Loup as its centre, but no sooner was the object of our mission started than the one became an offset to the other, the North Shore men helping River du Loup in the matter of our Railway, and River du Loup helping them in the matters of theirs, thus both lines are almost certain to be commenced in the spring under most favorable auspices.

Mr. Fox, the Engineer who accompanied Mr. Ketchum from England, and who is at the same time a representative of one of the largest Railway building companies in the world, came through to Fredericton in company with Alex. Thompson. At River du Loup they were met by the Mayor and a number of the leading men of the place, who gave them a hearty reception and convinced them that they are quite as interested in the success and speedy development of the new Railway project as its most ardent supporters in Fredericton. Mr. Fox speaks in the most favorable manner of the proposed route, which has been photographed throughout its entire length by Mr. Taylor of the city, and his report will unquestionably be favorable in this respect. Mr. Fox was much pleased with our city, and was delighted with our Exhibition Building, with John H. Reid, and various other public institutions of Fredericton.

A bridge across the river at Fredericton is likely to become a prominent feature of the undertaking. This would make Douglas one of the finest parishes in the province, and would be of incalculable advantage to the whole County of York.

The precise nature of the terms of an agreement between the government of Quebec and the Company have not yet transpired, but there is little apprehended on that score. Hon. Mr. Tilley was present at the Conference, and lent not only his able but his most hearty assistance.

NB Reporter

Jan 13, 1871

Mr. Tilley and the River du Loup Railway

Last week we alluded to the attempt on the part of the *Globe* to create a feeling against Mr. Tilley, by insinuating that that gentleman was opposed to our new Railway project. Here is what one of the Delegates says on the subject:

To the Editor of the *Globe*

*Sir – I observe in your issue of the 22nd ulto., an editorial of the grant of land from the Legislature of Quebec to the Quebec and New Brunswick Railway Co., after which you go on to say: “When the delegation from N.B. was in Quebec, it found much more opposition in its demands than it supposed it would meet. There was a belief among some members of the delegation, that this opposition came from Mr. Tilley,, who naturally enough would look upon this road as a rival of the Intercolonial. . . . Mr. Tilley, was taxed with this opposition, and although he did not admit the correctness of the charge, yet there is very little doubt that his was the ‘hidden hand.’” As one who was intimately acquainted with the doings of the delegation while in Quebec, I must take exception to your remarks as far as they relate to Mr. Tilley. It is quite true, there was a good deal of opposition to granting the request of the delegates, but this was principally owing to the policy of the Quebec Government being against giving land to any Company, and the Premier frankly informed the delegates of this at their first interview, at which Mr. Tilley was not present.*

The Government were at the same time considering the North shore Railway

matter, and when the delegates reminded the government that it was understood that that Railway would obtain a grant of land, the Government replied that it was claimed under a former grant, and that it was not so much a new grant as altering the conditions of one made many years ago, before the present policy of the Government was adopted.

The interview was certainly not very encouraging to the delegates, and they felt that a good deal of pressure was necessary to alter the determination of the Council. At the next interview with the Government Mr. Tilley joined the delegation, having been detained by an accident on the Grand Trunk. He said all that a man could in favor of Quebec giving aid to New Brunswick for this road. He had more than one private interview, with some members of the Government. After this the Government said that they would do all they could to meet the wishes of the delegation, but until the North Shore matter was settled they could not say what it would be. I do not mean to imply by this that Mr. Tilley worked all this change on the Government, for the delegates had made many friends in the meantime, and got up what they considered a very good case; but had he exercised any influence against the delegation, they might not have come off so well.

There was certainly great delay on the part of the Government in giving their reply, which they explained was owing to the pressure of other matters, principally Railway—there being no less than nineteen applications before them for aid. The delegates were convinced that they received powerful assistance from several members of the Dominion Government, who were no doubt influenced by Mr. Tilley.

As to Mr. Tilley being “taxed with this opposition,” I must contradict this, as I do not believe it could have been without my knowledge, and I am quite ignorant of anything of the kind having taken place.

Mr. Tilley has from the first, shown every disposition to assist this Railway. He obtained an order in Council that the plans of Fleming’s survey of part of the line should be sent to the Local Government for the use of this Company, and they are now in possession of the Engineer. These plans cost the Dominion a large sum of money. When invited to join the delegation at Quebec he telegraphed that he would do so, and although the Privy Council was then sitting,, he left Ottawa in time to be at the first meeting. An accident on the Railway blocked the road and he returned to Ottawa from Prescott, and the following day again left Ottawa and had to detain the Montreal train two hours, in order that he might make the connection, so as to reach Quebec in time for the second meeting. After his interviews with members of the Government he told some of the delegates that he was satisfied that they would succeed, and as he had done all he could for them there, he must hurry back to Ottawa as the Council was still sitting. In a conversation I had with him I said that the delegates were afraid that his position in the Government might prevent his joining us, thinking this line might interfere with the Intercolonial. He replied that he had discussed the matter with several members of the Privy Council and neither of them saw any reason to oppose this road, but had promised to give it their support, and that he would do all he could to help it.

I have written you, sir, at greater length than I proposed doing, but I have merely given you the facts as they came under my own notice, and trust that you will give them a place in your columns.

I am yours, etc,  
One of the Delegates  
Jan 3, 1871

Reporter

The Railway and the County Council

In the determination of the County council to do what is just and right by the River du Loup Railway project, we have an abiding faith, although they approached the subject at their late sittings in rather an timorous manner. These gentlemen are sent to represent the interests of the County not only as at present existing, but in view of future events which may arise to advance its material prosperity. Nothing of greater consequence, we argue, can arise during the next twenty years than this same question, and it is to be hoped that in a manly and generous spirit they will approach

its consideration, and give it that countenance which its great importance demands.

Unless the Counties through which the road passes manifest in some tangible manner their faith in the desirability of this railway, we may depend upon it, it will never be built, at least not for many years to come, and the present become, therefore, an opportunity which demands their instant and earnest consideration.

We would not insult their common sense by attempting to impress upon them the advantages which they will derive, from the completion of this line of Railway. Let the judge the future by the past, and the advantages press forward irresistibly. The road now running from Fredericton passes few of their doors, yet we see the effect in the increased prices of all kinds of agricultural produce. Turkeys which sold years ago for 8 or 10 cents per pound, ran up this year to 15, and beef which otherwise could not have been sold at any price brought from 4 to 6 cents solely because the Railway afforded facilities for sending it abroad. For this reason the Railway has been really a disadvantage to Fredericton, compelling us to pay higher prices for our meats and vegetables, but on the principle that what benefits the County directly must benefit the city indirectly, we all feel the advantages of increased travelling facilities.

The Council we understand advanced so far at its recent sitting as to recommend to the legislature the passing of a permissive bill whereby the County may, should they so resolve, issue debentures in June or July next to the extent of \$100,000. This anticipate the delay which might arise from having to wait the action of the legislature in 1872. Further consideration is postponed for the present.

#### The Quebec and New Brunswick Railroad

The Hon. R. D. Wilmot and Mr. Ketchum, G. E., have had an informal meeting with members of the Chamber of Commerce, in reference to the above projects. After the strenuous but unsuccessful efforts put forth by this mercantile community to secure the location of the Intercolonial Railroad by the valley of the St. John, or by a modified central line, it is hardly necessary to say that this city take the deepest interest in this Railroad, and in the completion of the short route to Montreal by way of Sherbrooke. It may be that our Atlantic ports will yet be required to take the place of Portland, Maine, and others in the United States. We certainly required the shortest possible winter line that can be had between Quebec and New Brunswick, whatever our relations with the United States may be. Our port, open at all times, must be commercial depots for the West Indian and South American trade which is of growing importance, as well as for the trade with Europe. These ports should be rapidly accessible from Quebec and Montreal at times when the St. Lawrence and the great Lakes are frozen. It is understood, that apart from Mr. Wilmot's and Mr. Ketchum's visit, the Chamber intended to give expression to its views in relation to the Quebec and New Brunswick railway project, and that at regular meeting of the Chamber will be held today, at which this matter and others will be taken up.—Telegraph

Notwithstanding all this St. John will not contribute one dollar towards the "above project."

NB Reporter

Jan 20, 1871

#### The River Du Loup Railway

The donation by the Municipality of the County of Carleton of \$100,000 to the New Brunswick Railway Company, together with the promise of still larger gifts in view of certain considerations, has excited the attention of the people of this County to the necessity for instant operation in order to secure parallel advantages without which York must forever remain out in the cold.

The word Taxation is one dreaded in every new country, and its potent spell we regret to say has interfered with many a good work not in York alone, but elsewhere throughout the Province. It is sufficient for our purpose, however, to say that the bug bear has been excited in this County, and it is only by an intelligent effort, by calm consideration, and by a prospective view of the requirements of the day, that we can hope in the matter of the proposed Railway to secure those advantages which other counties have been apt to see and improve. The recent action of the Municipality of York bears partly the impress of this fear of taxation, partly a lack of this calm deliberation, but if the Council will only ear with us we shall endeavor to dissipate the one and obviate the other.

obviate the one and obviate the other

Taxation is a relative term only. A man in the ordinary pursuits of life has no objection to the investing of ten or twenty dollars providing he can see this same investment will return fifty, or one hundred dollars. Yet these ten or twenty dollars actually represent a *tax*, and for the purposes of our argument may serve to instance the case of this County in regard to the proposed Railway project.

In this connection it is only fair to judge the future by the past. The county of York, through the enterprise of the very men who are now engaged with the River du Loup Railway, enjoy free communication to a certain extent with the outer world, and this same privilege has been this very season to the farmers of the County of far greater advantages than they have been ready to acknowledge, else their representatives never would have separated without an unanimous compliance with the petition of the Company, since delays are dangerous. For as stated by us last week the increased price of farming produce of all kinds is due entirely to the facilities offered by the Fredericton Branch, so that when they sold their turkey for 12 and 15 cents per lb. instead of 8 and 10, and their beef at 4 and 5 cents instead of 2 cents, or perhaps nothing at all, they might bless the man who invented Railways.

Now the tax imposed upon the County for the existing line amounts to some six cents per head, so that the man who sold two pounds of turkey actually paid his Railways tax by this advance, thus the bugbear really resolves itself after all into a three pound turkey, while the advantage of purse and pocket is in the proportion of 50 to 1. This is a very simple argument, but non less true on account of its simplicity. To carry this argument out to its conclusion we have to consider the still greater advantages derivable from an unbroken connection with the rest of the Dominion, by the very shortest route which Engineers can devise, and when we have carried the theory thus far, any further argument would indeed be to insult the common sense of the Municipality.

It is much to be regretted that the intelligent County of York should occupy such a questionable position in the eyes of its sister County of Carleton, and its young rival Victoria. The former is ready to take every advantage of route or subsidy, and we have no doubt that they would cheerfully pay over all the expected subsidy from York were they in lieu thereof to have the privilege of locating the line, and we can then readily imagine what favors York would have to anticipate from this solution of the difficulty. To catch up with the times, to meet the views of the now awakened mind of the County, and to obviate the dangers consequent upon delay, but one course is open to the Council, and that course means are now being taken to persuade them to adopt. A Petition reading as follows is now in course of circulation:

“We the undersigned Rate Payers of the County of York, being aware of the absolute necessity, for the interests of this County, that the proposed Railway from River du Loup should be extended to Fredericton, to secure this it is necessary that the New Brunswick Railway Company aid to assist them in the construction of the line through the County, and the building of a Bridge across the River St. John.”

“We therefore request the Warden of York County to call a Special Meeting of the County Council, at as early a day as convenient, to take into consideration the petition of the New Brunswick Railway Company, and grant the requisite aid.”

That this Petition will be signed by every intelligent elector in the County we have not the slightest doubt, and that the Council will adopt the prayer of the Petition we shall not question for a moment. They will receive as a text—“No money no Railway,” for they may depend upon it that a County which in the narrowness of its mind, refuses from its abundance to grant \$100,000 to a Railway from which they will derive such manifold advantages, will never find outsiders coming to their assistance, seeing they are too listless to help themselves.

In the course of a few days we hope to have some cheering intelligence to communicate to the County as the result of this meeting.

Although we have little hope of peculiar assistance from St. John, we accept very gratefully their evidences of good intentions. The following is from the *Morning News*:

“The petition adopted by the Chamber of Commerce a day or two ago for presentation to the Common Council asking for aid from the City in behalf of the Rivière du Loup Railroad scheme, a copy of which we yesterday laid before our readers, deserves respectful treatment at the hand of our City Fathers. Under any

readers, deserves respectful treatment at the hand of our City Editors. Under any circumstance well conceivable, the opening up of the shortest practical railroad communication between St John and the Upper Dominion Province over our own territory, would be an object to be desired in the interest of St. John. For the attainment of that object would largely widen the circle of which their city is the distributing centre, and at the same time, go far to make our harbor a winter port for the Upper Provinces. But as matters now stand, with President Grant's menace to withdraw the bonding privilege on United States Canals and Railroads hanging over our heads, the establishment of the shortest railroad communication over our own soil between the waters of the Bay or Fundy and those of the River St. Lawrence becomes a question of first rate importance to us, and indeed to the Dominion generally. The case seems too plain for argument and very urgent wherewithal. It is to be hoped, therefore, that the City Council and the governing bodies of other communities likely to be benefited will see their way clear to render toward the construction of the Woodstock and Rivière du Loup Railroad substantial aid by subscribing a reasonable amount of stock in the undertaking."

NB Reporter

Jan 27, 1871

River Du Loup Railway

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The people of Fredericton are acting very foolishly in exciting any controversy as to the route of the proposed railway to Rivière du Loup. Their cause under any circumstances requires nice manipulation, and they should be the last to offer a *casus belli* to the other counties interested. A jealousy of Fredericton appears to possess them to a considerable extent, since we find a casual designation of the line as "the Fredericton and Rivière du Loup railway," (naturally mentioning the extreme points between which the road is to be built) animadverted upon in the local paper as "looking suspicious." We can assure our contemporary that Fredericton has not the slightest desire to interfere with the prospects of Woodstock in any particular, but no sensible man can shut his eyes to the fact that when the Municipality of Carleton hedged about their donation with so many provisos and conditions, they were doing the most foolish thing imaginable for their own interests, provoking enquiry and discussion which otherwise never would have existed. These conditions show the weakness of their hand, since they insist upon a divergence from the direct line of some ten or fifteen miles; they insist upon the bridging of the River at Woodstock, with another bridge at Meduxnakeag, and a route opening up few new localities to settlement, all this involving an expenditure of nearly half a million dollars, towards which they contribute just one hundred thousand. In a pecuniary point of view it were better far for the Company to eschew this donation altogether, and run the line by a much cheaper route and one which would far better open up the country to settlement. In view of these circumstances, Woodstock should not seek to provoke opposition, which will certainly follow the perusal of such sentiments as we find contained in the *Sentinel*. The Saint John papers, for instance, after quoting the expressions of the *Sentinel*, at once see the drift of the game, and come out in terms not calculated to advance the interests of the Woodstock wing of the company, so that while we may admire the pluck of the pretty town at the Meduxnikeag, the inhabitants should remember that in railroads, as in everything else, discretion is the better part of valor.

NB Reporter

Feb 10, 1871

The Railway

We have never seen the people of St. John so thoroughly aroused upon any Railway topic as they appear to be in regard to the River du Loup project and route. People are never so sensitive as in the hour of danger, and keenly alive in this instance to the danger of their trade being diverted into other channels, they discuss this subject as if they really meant action.

There is no doubt that the Company, failing the interposition of St. John, will adopt that route which promises to bring in the speediest return, although far from being the best route ultimately for the Province. and one which must prove injurious.

being the shortest highway for the province, and one which must prove injurious, if not fatal, to the interests of the commercial metropolis. The route should certainly lay further from American territory, as well as open up those fertile and lying nearer the center of the province, and to effect this St. John has but to contribute of its abundance and the thing is accomplished otherwise they must take the consequence of their own indifference.

NB Reporter

Feb 24, 1871

The Railroad

The battle of the routes will shortly commence, for disguise the fact as we may, it is already become only too apparent that in some degree at least the designs of St. Stephen and Woodstock conflict with the interests of Fredericton and St. John. If we mistake not we shall in the course of a few days hear from Woodstock in a most emphatic manner, and if not coming out boldly in favour of cutting off Fredericton, the design at least will be sufficiently apparent.

It will be appropriate to state here that a delegation from Fredericton, composed of Messrs. Temple and Inches—Messrs. Barker and Rainsford having preceded them—met the Council of the Chamber of Commerce in St. John on a recent occasion, when matters important to the project were developed and discussed. We now quote from the *News*:

“The President then announced the presence of the delegates from Fredericton and York County, who were Sheriff Temple, Julius Inches Esq., and Messrs. H. B. Rainsford, and Barker, who were invited to the front. Mr. Boyd then remarked that the opinion appeared to be that last winter’s legislation on the matter was very defective, as it did not seem to give us a direct line from St. John to Quebec, and that it would perhaps be fair to give the delegates some idea of the views of this Chamber previous to asking their opinion. Mr. Jarvis then read the Act referred to, and after some friendly discussion, Mr. Temple proceeded to make some explanations relative to the proposed manner of taking stock in this Road showing that so far as York County was concerned only one opinion was expressed, and that was for practicable route to Quebec, and that, according to the physical features of the country, it must pass near Woodstock, and the people of St. John would not be asked to take stock until they were satisfied as to the route. Mr. Rainsford also made some explanations relating to the Acts passed last year, which were also referred to the several other members. In order to stay certain proceedings, which had already been taken with a view of aiding the construction of this road,, the following resolution was moved by Mr. Jarvis, seconded by Mr. J. W. Scammell.

Resolved, That this Chamber having heard the explanations of the gentlemen forming the deputation on behalf of the proposed railway, and having already expressed their warm approval of the Railway by adopting a petition to the Common Council requesting their aid thereto, are of opinion that no further action should be taken therein.

“This resolution was subject to remarks from several gentlemen. Mr. Boyd said that as this discussion had been brought about by him he wished to explain, that it was done because he was most anxious for the construction of the Rivière du Loup Railway, and knowing that the city of St. John would not render aid unless it sent direct on the eastern of the River St. John, he brought it up to have the legislation amended, or in some way to obtain the assistance of St. John which only could be had if such a route was adopted as would not interfere with the general interests of the city. He said that it had been freely stated that he was opposed to this Railway, but there was no warmer friend of it in that room than he, and his name had been coupled with that of Mr. Tilley to the effect that he also was opposed and the proof of it was in the opposition of Mr. Boyd. He could only say in reply, that none of those statements were true, that Mr. Tilley had done all that was in his power to aid the road, and would do so, and especially if the shortest through line to St. John was taken. It was Mr. J. W. Lawrence who had asked him to move it, and surely Mr. Lawrence was not regarded as a warm political friend of Mr. Tilley. He paid a high compliment to Mr. Lawrence for the interest he had taken in it, and for the ability displayed in his treatment of that subject. He appealed to the gentlemen present to throw aside all

preconceived notions or prejudices and join as one man to aid in constructing this line, and by every means in their power to strengthen the hands of those who were aiming to secure this road for St. John. He said the explanations of Sheriff Temple had removed some difficulties, and now the way was clear for St. John to assist with the understanding that aid shall be given only on the direct premise that it shall go by the shortest route on the eastern side of the River. Mr. Boyd spoke with much power and carried conviction by the straightforward and manly explanation he made.

“The resolution was then adopted, after which the following resolution was moved by Mr. J. W. Scammell, and unanimously carried.

“Resolved, that this Chamber in their recommendation to the Common Council to take Stock in the Rivière du Loup Railway desire that this shall be done only on the arrangement that the line shall be as near as can be practically constructed from Fredericton to Rivière du Loup, on the eastern side of the River St. John.”

“A note of thanks was tendered the deputation from York for their presence and assistance in the matter, and the meeting adjourned.”

NB Reporter

March 3, 1871

Long editorial on River du Loup Railway

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It will be remembered that the County Council of York held their semi-annual meeting on January last, at which time a petition was handed in from the Rivière du Loup Railway Company, asking that aid should be given by the county towards the construction of a railway from Rivière du Loup to Fredericton. The petition was received, and a resolution carried appointing a committee to prepare an Act authorizing the Council to grant aid to the Company by giving a bonus or taking stock in a sum not to exceed \$100,000, also that a petition be prepared designed by the Warden, and counter-signed by the Secretary Treasurer, that the Bill might become law. Another resolution was also carried, authorizing the Secretary Treasurer to notify the Parish Clerks to call meetings in their several parishes, to take the voice of the people upon the Railway question, and that the Councilors be consulted by the Parish Clerks as to the time of holding these meetings and further that all future action relating to the granting of aid to the railway, should stand over to the July meeting. The last, however, provides that special meetings may be called on application to the Warden by any four Councilors.

[Here several Councilors take it upon themselves for unstated reasons to order a special meeting, the avowed purpose of which is to rescind the petition in favor of the Railway; they take the vote by a narrow margin]

it is not however the pecuniary effect which is to be dreaded by this vote, it is rather the moral effect abroad, especially at a time when Mr. Ketchum is laboring in London to induce men of capital and enterprise to engage in a work admitted to be so consequential to the future welfare of New Brunswick. Were the majority of the rate-payers really opposed to the project, then there would be justification for the refusal, but in view of the admitted fact that so large a majority hold up their hands in its support, the recent action of the Council is all the more annoying. Another effect is to disgust the leaders of the enterprise with the whole affair; after being assured that the heart of the County is with them, it becomes exceedingly vexatious to find the representative of the County stultifying the instructions of their constituents. It is not at all surprising, therefore, that disgusted with the action of the Council, Mr. Gibson has telegraphed to Mr. Ketchum that York having declined to act in the matter, he is to make the best terms possible for Woodstock and St. Stephen. This is positively the case—a grand triumph for Charlotte and Carleton, but a most humiliating defeat for York, a defeat in fact from which she may not recover during the next fifty years.

We were in hopes that Saint John by her acts, would have taken hold of this matter and not allowed herself to be sold to St. Stephen, but in view of the action of our Council, those to whom we have a right first of all to look for countenance and aid, we can now hardly expect that Saint John will have any further concern on our part.

We should regret to say that at the bottom of this adverse vote there is bribery

and dishonesty, but there are many in the County not so charitable as ourselves.

NB Reporter

March 10, 1871

Public Meeting

A public meeting called by His Worship, the Mayor on the strength of a requisition numerous and respectably signed, was held in the City Hall on Tuesday evening last. The object of this meeting was to obtain an expression of opinion on the part of the citizens of Fredericton in favor of the proposed Fredericton and Rivière du Loup Railroad.

His Worship occupied the Chair, and Alfred F. Street was appointed Secretary. On the platform were the Hon. George L. Hatheway, Hon. John A. Beckwith, W. H. Needham, Sheriff Temple, George E. Fenety, A. D. Yerxa, A. G. Blair, Dr. Jack, Julius Inches, and Jas. Tibbetts, MPP.

Mr. Needham moved the first resolution, which is as follows:

“Where it is the opinion of this Meeting that a Railway from Fredericton to Rivière du Loup on the Eastern side of the Province generally, by connecting the existing Railways with the St. Lawrence, and thus provide an exit for the trade of the Upper Provinces by the most direct route possible, through British territory to St. John, a port open all the year, and be the means of supplying the wants of the interior at the least possible cost for carriage, and also open up a large district of fine country for settlement and develop resources now almost inaccessible, therefore,

Resolved, that this meeting do heartily approve of the efforts the New Brunswick Railway Company are now making to secure the construction of the said Railway.

In speaking to this Resolution, Mr. Needham said he had always been in favor of Railways, and while admitting that they were expensive luxuries, it became us when the question of constructing a new line was introduced for our consideration, to sit down quietly and count the cost. Should we find as the result of our calculation that the cost was likely to overrun the profit, then we should vote it down, but if we found otherwise, then it was for us to give it our countenance and support. With regard to the line now under consideration, there could scarcely be difference of opinion as to the benefits derived by the City of Fredericton and here he wished to dispel an impression in the minds of some persons that the law rendered it compulsory upon the Company to begin the work at Woodstock. As one of the framers of the law he was in a position to state it would bear no such construction. They might commence at Queensbury if they chose, anywhere in fact the Company deemed most advisable, but the route must be from Fredericton to Rivière du Loup. There was, he said no disguising the fact that if the road crossed at Woodstock, and thence following the western bank of the St. John, Fredericton would become like Gagetown, lying away from the line of traffic, out in the cold; it was gone, in fact, beyond redemption. Now if the citizens of Fredericton wished to prevent its isolation, they must expect to pay something for it, rich and poor according to their respective abilities. The next question then was “do we want it?” Yes! It would give us communication with the whole of civilized British America and the United States. It would bind the Dominion in closer bonds, bringing all parts of Canada commercially and socially together, making us one people. True in the womb of the future there was the prospect of an Intercolonial line running away over by the Bay of Chaleur, but so far as New Brunswick was concerned it is no Railway at all, failing in the two objects of commercial and social union. Not so with the road now in contemplation; it links us by the shortest route; it runs through the finest part of our country, and cannot fail to open up new and fertile lands now lying waste; it will introduce the immigrant and settler, and from these shall spring a hardy population speaking our own language and subject to our laws. Seeing these results the House of Assembly with scarce a dissenting voice granted 10,000 acres per mile of our wilderness lands as a bonus to the Company, and through these fertile acres, prolific with the finest timber in the Province, the course of the road was projected. In regard to the Fredericton Branch, he asked if there was a single man in the audience who would surrender that branch in consideration of the paltry tax which it had imposed upon him. (Here Mr. Needham

went into the history of the 8 percent debenture, a matter somewhat foreign to the purpose, which in this report may be omitted.) It was easily seen that without this Branch we should be in no position to take advantage of the proposed connection, but the building of the Fredericton Branch had brought us into notoriety we were no longer regarded by England as Indians or half-breeds, and therefore capitalists at home had become inspired, with confidence in the men who had thus shown that they possessed the vim and energy to help themselves and what better guarantee should we require in regard to the present operation than to see our own men, the sons of New Brunswickers, coming to the front as they have done before, and pushing on this grand undertaking.

The Hon. Mr. Beckwith seconded the resolution. The building of this road under any circumstances was only a question of time, and that time, he believed, had already arrived. He was proud to find our own New Brunswickers in the front; the very man who was now in England negotiating with British capitalists was a Fredericton boy, whom he had often met trudging along to the Collegiate School. He believed the time was rapidly approaching when you could step on board the train at Fredericton after breakfast and sup that same evening at Quebec. The building of such a line was important to every section of the Province, vitally important to St. John, the only port this side of the Delaware with an every open harbour, inasmuch as this line brought it into communication with old Canada by the shortest route for all commercial purposes; it was immensely important to Fredericton, which from its peculiar position at the head of navigation, and becoming thus the central point, by both land and water carriage, must in ten years double the population. We should remember also that of the entire distance to be constructed (240 miles) two thirds were in this province, so that of the 5 or 6 millions required for the construction of the work just that proportion must be expended in New Brunswick.

Again on each side of the railway was a flat stretch of country, only waiting to be . . . to be filled with a hardy race . . . who beginning life in their log . . . scanty luxuries, in the course of a few years would be found driving in their carriages, living in fine large frame buildings, their wives and daughters luxuriating in pianos and all the accompaniments of wealth and refinement. Along this line again there was the finest of water power and it was no great stretch of the imagination to picture its rivers and streams, dotted with mills all alive with activity, rejoicing in a remunerative business, and giving employment to thousands of industrious settlers. The road had moreover become a necessity of the age; Quebec saw this and met our delegation with open arms, the President of the Grand Trunk assisting the scheme with all his might. As for Fredericton, he would assert, her interests were wrapped up in the future of this line, which was destined to make us greater than Bangor because we had a finer outlying country.

Therefore the Road must go on following the eastern side of the River, with a bridge at Fredericton as a sine qua non. As for Woodstock, that too should be connected, and travellers might go that way if they chose, but there was little danger that it would ever rival the Saint John line.

Mr. Fenety agreed with the spirit of the resolution, but there was such a thing as paying too dear for the whistle. Admitting the importance of the Railway, it would be well for us to consider in the meantime whether we could afford it, bearing in mind the burden of taxation under whom we were already groaning in Fredericton. We should be very guarded indeed, how we subsidized this, or any company, as there were interests behind the curtain, interests operating in favor of those who brought about this movement. [Gibson interests perhaps?] The debentures which we had already issued to a Railway Company had been by some means or another increased from 6 to 8 percent, and yet it had been stated very lately they could this very day be floated at 6 percent as originally designed. On that occasion the city had not taken stock, they had given the fifty thousand dollars out and out as a bonus, but it would have been better for the interests of persons travelling by the Branch had we taken stock, because then we should have something to say in the matter. Now, in prospect of securing the larger undertaking to Rivière du Loup, the Company would sell out this Branch and our fifty thousand dollars would go right into their pockets. The County of York acted wiser; they made a provision then in the event of the Company selling out, their grant was to return to the municipal treasury. (His Worship: "The

City has the same proviso." Mr. Fenety: "No, Sir, they have *not* the same proviso." A voice in the audience—"You're right, Mr. Fenety.") The Company had received \$10,000 from the City and county, making in all \$300,000. Now as Mr. Inches had stated that \$20,000 would build the line above Woodstock, exclusive of bridges, \$16,000 was a large estimate for such an easy line as the Fredericton Branch, so that it would be seen the Company had actually received in bonuses within a comparatively small amount of the entire cost of the road. When, therefore, the Company sold out, the bonuses went, as already stated into their own pockets. As regarded the fine stories about opening up the country, we might all remember the history of the St. Andrews and Quebec Railway, which Mr. Harrison Hatch and other eminent men had told them was to make their wilderness blossom like the rose. Upon the strength of this men from Saint John and elsewhere rushed to St. Andrews, buying up property right and left, but where was St. Andrews today? It was all very well to talk about Railways bringing the large termini together, but the local and intervening advantages were not all as represented. The Shediac line started with the same fair promises; now it was not paying 1 percent. Hampton Ferry, along the line, was deserted. Sussex had not advanced its estate anything by means of the road, and in proof of this Mr. Fenety read extracts from various letters all confirmatory of this statement. Windsor in Nova Scotia, was also cited by Mr. Fenety as an example that Railways were not always beneficial to towns through which they passed, as they brought the trade *through* rather *to* such localities, and he feared this might possibly be the case with Fredericton, just as it had been with Moncton. It seemed to him, also, that the Company was coquetting with other places; they were negotiating with Carleton, and they were negotiating with Saint John, the former stipulating that the road must run into Woodstock, and the Chamber of Commerce in the latter stipulating that it must run away to the eastward of Woodstock. The Company could not be in love with Fredericton if the announcement in the *Reporter* could be relied on, that Mr. Gibson had telegraphed to the Engineer in London to make the best terms possible for Woodstock and St. Stephen. (Mr. F. here read the announcement from the *Reporter*.) He was not opposed to the construction of this line, but he advised the people to be cautious and to give nothing unless it were stipulated that the road should run down on the eastern side of the River, with a bridge at Fredericton.

Hon. Provincial Secretary said Mr. Fenety's arguments seemed based on the fear of taxation, a great bug bear with certain persons, and if, as stated by Mr. Fenety the Company were going to make such a handsome thing out of it, just let Mr. F. go in and join the Company and he could make the handsome thing too. There was he feared a hidden hand at work to prevent the constructing of this great work. It was to prove a rival to the North Shore line, and while he might possibly understand why parties remote from the line might vote against it, he failed to perceive, except the hidden hand was at work, why a parish verging on the City of Fredericton traversed by the railway should give its vote against it. Taxation was never very pleasant, but if we can by taking a shilling out of one pocket put a dollar in the other let us do so, and locals help the men who are engaged in this great enterprise. Let us show the Counties of Carleton and Victoria that we can put this road through, if necessary, without their assistance, but let us above all things show that Fredericton is not divided against itself. The instance given by Mr. Fenety of localities losing by means of railroad was not applicable to Fredericton, and he would tell the Queen's printer, occupying the position he did, and getting his money easily, that if would but exchange offices with him, he, the Hon. Prov. Secretary, would willingly pay all the extra taxes.

Dr. Jack was in favor of the line, but the citizens should insist upon the most direct practical route, Saint John, also ten times more interested than Fredericton should see to it that this road, instead of following two sides of a triangle to reach Woodstock, should rather follow the hypotenuse and run straight to the Grand Falls. (This proposition the professor illustrated by "crooking his elbow.") If the line followed any other route, or it if commenced at Woodstock, then Fredericton might whistle for its profits. For this reason in giving any subsidy to the Company he would insist upon conditions. The present Branch line was being managed contrary to the interests of Fredericton; farmers along the line were necessitated to turn their backs upon us, and we have lost Harvey, Cork Settlement, and the North Branch of the Oromocto. Perhaps for this very reason we should have the proposed line to make the

Oromocto. Perhaps for this very reason we should have the proposed line to make the Branch line complete, but he would never give a bonus, he would advocate taking stock, because we should then have some control of the matter.

The Resolution then carried.

Mr. Blair was of the opinion that while Prof. Jack might understand all about mathematics, and Mr. Fenety might comprehend the conducting of a Printing establishment, neither of them understood much about the construction of Railways. It was all very well to talk about the money to be made in building railroads, but it was as well to bear in mind that with all the facilities offered by the Lobster Act it remained on the state books for years and years with no one to touch it or take advantage of it. The question had been asked what benefit do we derive from the Branch line already existing, and in reply to this would he say that it had secured to us the Seat of Government and the Courts, and it had placed us in a position of discussing this very question of a railroad to Rivière du Loup with fair prospects of success. It was idle to say this Branch had diverted the trade from Manners Sutton and Cork Settlement; that had been diverted by Western Extension over which we had no control, and which was built before the line to Fredericton was completed. It would have been fairer in Mr. Fenety to come out squarely against the project than to say one minute that he was in favor of it, and the next to talk like its bitterest enemy, pinning his faith and basing his opinions upon the advantages of railroads on a few letters which he must have received not many days before. He would put him forward, therefore, as a determined opponent of the whole scheme, as it certainly was no evidence of good will to find him exciting the fears of the people on matters in which they were already sensitive. He (Mr. F.) had alluded to St. Andrews as an evidence of that decay which frequently follows the introduction of railways, but it was an unfortunate reference, since the people of St. Andrews this very day would rather lose their eye teeth than give up this very road; they were clinging to it most tenaciously, willing to tax themselves to any amount rather than give it up. The resolution referred to granting aid, and in discussing the proposition we should look at our geographical position, our location at the head of navigation, the center of a rich outlying country which must find an outlet through our markets, and we should then see the absolute importance of this connection, which would not only secure the traffic which we already possess, but would bring back the trade of the Upper St. John which we lost when the rails were laid in the vicinity of Woodstock. He then read the Resolution as follows:

*Resolved, that inasmuch as this meeting is of the opinion that the construction of the proposed Railroad from Fredericton to Rivière du Loup would largely promote the prosperity of this City, it therefore recommends that such reasonable aid be given to the undertaking by the City Corporation, either in the form of subscription or stock, or otherwise, as they may deem expedient. Provided, however, that the road be built on the Eastern side of the River, and commence at or opposite Fredericton.*

He hoped it would go abroad to the country that we were in earnest in the matter; that we were not terrified at the cry of taxation, that we were willing rather to increase our present burdens so that we might reap a rich interest in the future. And we must remember that it was dangerous to say the road would go on under any circumstances, whether we contributed or withheld our subsidy, for while it certainly would go on, the question for us to determine was whether it would go on from Fredericton. He hoped therefore the resolution would pass unanimously.

Mr. Yerxa in seconding the resolution said he believed this was the very thing to help us pay the taxes now imposed upon us. It was very well for Mr. F. to talk about Hampton and Moncton, but he should remember that the road there in question commenced no where and ended no where, while this road on the other hand was to constitute a grand Intercolonial highway. He knew the country through which it would pass, and viewing its glorious forests, its magnificent water power and fine alluvial lands, had been tormented in his very soul to discover how all these advantages might be utilized and made to subserve our commercial and social requirements. Here was the solution of the difficulty; give us this highway and in ten years we should have a trade and population in Fredericton which no other means could accomplish; we should become the centre of a vast lumber business which could not fail not make this city a thriving and prosperous metropolis. Let us shew to the world that we have among us men of ability and enterprise, and that our young men were worthy of the

among us men of ability and enterprise, and that our young men were worthy of the country which gave them birth.

Dr. Jack again argued the necessity of stipulating for the shortest route to Grand Falls, and suggested certain amendments which were in fact embodied in the resolution.

Mr. Tibbetts spoke strongly in favor of the road arguing the great advantages which must accrue to the County of York and City of Fredericton. He spoke however in a voice so low that it was impossible to catch his remarks distinctly.

Sheriff Temple declared that his speeches of certain gentlemen on the platform were designed solely to burk [sic] the whole project through fear of taxation, but he wished, the audience to understand that if this project were undertaken it would entail an expenditure of over a million dollars in the County of York and give every laboring man within its bounds at least 3 years work at good and remunerative wages. It was taking a shilling out of one pocket and putting it into the other. But what he wanted now was an expression of sympathy, to show the capitalists of England that we ourselves had faith in the undertaking.

The resolution was then submitted by His Worship when Dr. Jack moved the following amendment:

*Provided always that no such aid be given unless the line be located on the Eastern side of the River, and by the most direct eligible route to the Rivière du Loup, nor until the work of construction be commenced in the neighborhood of Fredericton.*

Sheriff Temple thought that if the City took stock in the road they should come in just as a member of the company, and not dictate the route in advance. If they gave a bonus then they might dictate.

Hon. Mr. Hatheway thought they should not hamper the Company. With respect to the Bridge it was possible the Government might contribute something towards its construction.

The amendment was then put and lost, and the resolution already given carried without division.

After a vote of thanks to the Chairman and Secretary the meeting adjourned.

Those of our citizens who at the public meeting a few nights ago made a demonstration to stamp or whistle down Mr. Fenety and Prof. Jack, were acting only a foolish part. The meeting was called for a free discussion, and unless we can have both sides of the question there is really no discussion at all. Besides this there was a deal of wholesome truth in the speeches of these gentlemen. The route is to us a question of vital importance, for should that line be selected which runs directly to Woodstock and then follows the eastern bank of the St. John to Grand Falls, it simply gives us, so to speak, two rivers instead of one, and the same principle which has enabled Woodstock and St. Stephen to sap our trade by the river will enable them to sap our trade by the railway. Neither will this line open us those glorious forests in regard to which Mr. Yerxes became so eloquent; it will open us but little new country, and the great lumber trade which was to double our population in ten years becomes simply a delusion. It is therefore of vital importance to Fredericton that the line should follow a course as direct as practicable to the Grand Falls, and before the City agree to any subsidy, this point should be clearly and distinctly defined.

With regard to the Fredericton branch, if any money is to be made from its transfer or sale surely the Company are the best entitled to it; but in the meantime, bearing in mind the generous gift of the City they should seek to consult our interests as far as practicable or possible, a result which certainly does not follow from the present arrangement of the time table. This case was clearly made out by Prof. Jack on the evening in question.

NB Reporter

March 17, 1871

The River du Loup Railway

Yesterday, Thursday, a large and influential meeting of the St. John Chamber of Commerce discussed in the fullest manner the new Railway project . . . construction be commenced in the neighborhood of Fredericton.

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in just as a member of the Company, and not allow the route in question to give a bonus then they might dictate.

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After a vote of thanks to the Chairman and Secretary the meeting adjourned.  
[get photocopy]

NB Reporter

March 24, 1871

Rivière du Loup Railway

C. E." which may stand for "Civil Engineer" or "Carleton Enterprise," is the signature to a most fallacious statement regarding distances and expenses on the proposed line of Railway. This communication purports to be written in the interests of Saint John, but the voice is certainly "not the voice of the lion," and the skin is too clumsily assumed to carry out the deception. The writer is evidently a Frederictonian with "taxation on the brain," or what is still more probable, some one largely in the interests of Woodstock or St. Stephen. This writer has attempted to show by figures and actual measurement that to reach a point 5 miles above Woodstock the Company will have to expend \$1,850,000, that too in face of the fact that Saint John has "at the present time direct communication by rail with Woodstock by the Western Extension and the N. B. and Canada Railways." To prove this he adduces the following figures as regards distances, taking that portion between Saint John and the Fredericton Junction as common to both routes:

By Existing Line

Fredericton Junction to McAdam Junction – 40 miles

McAdam Junction to Woodstock – 50 to 60 miles

By Proposed Route

Fredericton Junction to McAdam – 22 miles

Proposed Line – 58 to 80 miles

Distance saved – 10 miles

Our reader will perceive the deception at once. "Proposed Line" says he "58 miles," but he takes good care not to tell us that the proposed line of 58 miles takes us to the Shiketehawk, at least 20 miles above the point which he says is 5 miles above Woodstock, so that to the 10 miles which "C. E." so magnanimously acknowledges should be added 20 miles additional, making a saving to reach the Shiketehawk of 30 miles instead of ten.

Let us now see what the map says in regard to distances.

To Shiketehawk via McAdam Junction and Woodstock

From Fredericton Junction to McAdam – 40 miles

McAdam to Woodstock – 50 miles

Woodstock to Phillips Creek – 5 miles

Phillips Creek to Shiketehawk – 20 to 115 miles

To Shiketehawk via Fredericton

From Fredericton Junction to Fredericton – 22 miles

From Fredericton to Shiketehawk – 60 to 82 miles

Saving via Fredericton – 33 miles

How differently it would have sounded had "C. E." informed the public that for all time, or so long as the road should last, the route which he proposed via Woodstock would necessitate 33 miles of extra travel as compared with the route via the City of Fredericton; yet he cannot deny the fact, and we challenge him to prove our figures fallacious.

Then we come to the matter of expenses, usually an important consideration in Railway building.

"C. E." estimates the cost at \$35,000 per mile., which for 60 miles would give us \$2,100,000, and with the bridge which he puts down at \$600,000 would make in all

\$2,700,000.

Now let us on the other side quote the authority of Mr. Fox, an engineer who has probably had as much experience in Railway building as any other man of his age living. Mr. Fox says of the line from Fredericton to Shiketehawk, that he would consider \$15,000 per mile a fair and \$25,000 per mile a large estimate. Suppose then we take the medium and call it \$20,000 per mile, we have for 60 miles \$1,200,000 a difference between Mr. Fox and "C. E." of \$900,000. With regard to the expenses of the bridge, there is a difference again between "C. E." and Mr. Burpee of \$350,000, the former estimating at \$600,000 and the latter \$250,000, making a total difference between "C. E." who is known to nobody and engineers of already established reputation of \$1,250,000 in the 60 miles between Fredericton and Shiketehawk.

There is yet another vulnerable point in the argument of our correspondent. In pretending to write in the interests of Saint John, he would serve two master by advocating the claims of Woodstock. He is not surely so blind that he cannot see that the very object for which Saint John is contending is to avoid Woodstock, or order that the trade may not be diverted to St. Stephens. No sane man who really has at heart the interests of Saint John would attempt thus to write up the claims of a rival section of the Province.

It is all very well to watch closely the operations of these Railway Companies, but it is at once unfair and unwise to hamper them, needlessly. The province has certainly dealt very liberally by this same company, and if with its large grants of land and local subsidies English capitalists will not advance their money, then let us look elsewhere. Wealthy men in the United States stand ready to engage in this enterprise, and although we shall have to pay a little higher rate of interest, we shall feel all the more independent. But while admitting the large subsidies to the Company, we should not attempt to coerce them into our particular view, only insisting that the road should run where it will be of the greatest advantage to the greatest number.

Reporter

April 14, 1871

The County Council at a special meeting convened for the purpose, agreed to take stock to the amount of \$100,000 in the proposed River du Loup Railway, the route to lay on the eastern side of the River, by the most direct practicable line from Edmundston to St. Mary's, including a Bridge at Fredericton. There as a lively debate on and determined opposition to the rant, but notwithstanding all the eloquence of Messrs. Foster, Bennett and others the Council divided – Yeas 12, Nays 10. The City Council at its next meeting, probably on Saturday or Monday evening, will also be asked to take stock in the Railway, to an amount not to exceed \$30,000.

\*Standard

April 19/1871

Quebec and New Brunswick Railway Company formed to build line from Woodstock to Rivière du Loup. See ad.

Reporter

June 2, 1871

Opening of the western Extension to Bangor

Reporter

Aug 2, 1871

River du Loup Railway

On Saturday next the company expect to receive through Hon. J. J. Fraser some definite intelligence in regard to the propositions of the English Capitalists. But, as already expressed, we have slight expectations from that quarter; in fact the company themselves expect nothing, and the delay attending Mr. Fraser's reply is rather extended as a matter of courtesy than otherwise.

This first failure is, however no evidence of defeat. "Try Again,;" is the motto of the company and they are bound to succeed, in fact, from all we can gather, Mr. Burpee is prepared to undertake the building of the road so soon as the company feel themselves at liberty to form a new engagement, neither will he ask any additional

bonus beyond that already granted. The prompt and satisfactory manner in which Mr. Burpee has completed former railway enterprises is the surest guarantee for success in the present instance. We should not be surprised, therefore, if after all, the road would be commenced during the coming autumn.

Reporter

Nov 1, 1871

Editor sees River du Loup railway as the grand object of the County; water works of the City, also suppression of Intemperance.

It is with very great satisfaction we assure our readers that the prospects of the River du Loup Railway are improving daily. Certain negotiations have all but reached a satisfactory issue, and there is little doubt the contract will be signed at an early day.

Reporter

Nov 8, 1871

Good News!

Rivière du Loup Railway a fixed Fact

We are now in a position to state that the building of the Rivière du Loup Railway is settled beyond dispute. Probably before this reaches the eye of the reader the contract will have been signed, sealed and delivered, and received the approbation of the government.

A meeting was held in this city on Saturday last, and resumed in Saint John yesterday. The most satisfactory results were attained, and some of the most influential men of Saint John are committed to the undertaking.

It is reported that Alex. Gibson, has offered to assume the building of one quarter of the road, rather than the scheme should miscarry.

George R. Burpee, is to be Chief Engineer. It is needless to say it could not have fallen into better hands.

It is not unlikely that the first sod will be turned before Christmas.

The work first commences at Fredericton and thence proceeds upwards.

In its very last issue the Carleton Sentinel wrote:

“Certainly, with what information we can obtain, the gap between Woodstock and River du Loup will first be filled in the way we have mentioned.”

Under the circumstances we sympathize with the *Sentinel* in its sudden bereavement. Alas for such information! Let us hope, however that our contemporary is not overwhelmed, and that it will still lead on the good County of Carleton to aid in the work so fraught with our mutual prosperity.

Standard

Nov 15/1871

River du Loup Railway

We learn that the River du Loup Railway or perhaps it would be better expressed by terming it a line of Railway from Fredericton to the Canadian boundary, is now a fixed fact. The shares have been placed at \$10,000 each, and were taken by the following responsible gentlemen: Alexander Gibson, Alexander Jardine, John Boyd, Isaac Burpee, A. F. Randolph, E. R. Burpee, Alexander Thompson, Thomas Temple, W. W. Turnbull, J. S. Beirs De Vebe, and C. H. Fairweather.

The Government accepted the proposition made by these gentlemen, and entered into a contract with them for building of the road, which is to be commenced without day. The construction of the road is under the direction of three gentlemen. E. R. Burpee being chairman to the contractors. The line will from St. Mary's, opposite Fredericton, to Edmundston in Victoria county a distance of 160 miles.

Standard

Nov 29, 1871

To the Editor of the Standard:

Sir:--This time two winters ago, your paper was full of communications and letters on the supposed attempt of St. Stephen and Calais to destroy this place and stop our railway, and at that time we looked upon a certain set in St. Stephen as a lot of clever,

smart businessmen, not perhaps over scrupulous as to the damage they inflicted, so long as they probed and increased the prosperity of their own town. Well Mr. Editor, can you tell me how it is, such a set of shrewd business men are all asleep now, and allowing the people of Fredericton to steal all their business and cut them off from the whole trade and trade of the upper St. John?

What else is this grand Rivière du Loup Railway which is to be commenced at once. Is it not to divert from the NB and Canada Railway the entire trade of the country between Woodstock and Grand Falls, for which the N. B. and C. Railroad have had charters, and to secure which the Aid Bill of 1870 was passed?

If the business men of St. Stephen and this place are asleep, surely the Hon. B. R. Stevenson is awake enough to protect our interests. Just let the River du Loup scheme be carried out by Mr. Burpee and his friends and the NB and C Railway becomes a mere local line, with no position of importance; for the only connection we shall get will be by a Branch under the control the main line, instead of being on the main line, as stated in the subsidy Bill.

Cannot you try and awaken some of our members and people to the present danger.

--Saint Andrews

Reporter

Nov 29, 1871

The Rivière du Loup Railway

More than once we have had occasion to remark that the energy displayed by the New Brunswick Company in undertaking a work of such magnitude as the building of the Rivière du Loup Railway, without the guarantee of foreign capital, has won for them the respect, good wishes, and hearty cooperation of a vast majority of our people. There are, however, in every community certain phlegmatic, over-cautious individuals, who in every announcement of good tidings are always looking for a grievance somewhere. Some of these are to be found in New Brunswick, who as they see this work fairly started, and the light of success shining brightly upon the operations of the Company, are now croaking out their owlish forebodings and suggesting that this province of New Brunswick in voting for the Railways, is paying "too dear for the whistle." I proof of the assertion they revert to the fact that this large grant of land, set apart as a bonus to the Company, will on the opening of the Railway, become exceedingly valuable, and that the increase should go to the credit of the people instead of into the pockets of the Contractors. For such argument as this there is no foundation, save a baseless one. No one has a right, in discussing the pros and cons of this new enterprise, to debit the Company with the prospective valuation of lands which are now comparatively valueless, and which are only enhanced by being opened up through the means of this same railway. Of what value we ask, have these lands, lying waste beyond the memory of living man, ever been to New Brunswick, or of what value are they every likely to become if allowed to remain in their present wildness? Therefore, should the Company as a reward for their energy, their pluck, and their present outlay reap a bountiful return in the increased value of these wild wildernesses, we can only wish them joy of their well merited success. But to prove indisputably that the Company, in undertaking to build this road, are not mere land jobbers, it is only necessary to state that every acre of this land, with every dollar of bonus granted them by the different cities and counties, were freely offered the English Company if they would only undertake the building of the road. Not only so but they actually volunteered to increase this bonus fifty per cent, on their own account as an additional inducement. Still the capitalists of England decline; and now that our own people have put their shoulder to the wheel it is ungenerous in the extreme to charge them with purely mercenary intentions.

That the lands in question are destined to become immensely valuable, we are not going to dispute, and therefore had the Government, instead of such a generous land grant, been in a position to give a bonus of \$10,000 per mile, it would have been far better for the country in the long run, but as the finances were absolutely in such a position as to prevent anything of that kind, they did the next best thing—they gave what they had, and in so doing have wisely represented the interests of the public.

Another of these croakers, singing however, in a different strain, appears in the

last issue of the Carleton Sentinel. He laments that the road is to be commenced at Fredericton, vows that Woodstock and Woodstock only should be the place of beginning, and because it is not forebodes that pecuniary embarrassments and finally suspension is in the not distant future. These forebodings he fortifies by the intimation that while the English Company were quite willing to undertake the work from Woodstock they declined the undertaking if compelled to commence operations at Fredericton. Here him:

“It seems to me that the old hobgoblin of a terminus at Woodstock has startled the down river gentlemen into superhuman exertions. An English Company, it seems, with plain, honest common sense, and not being particularly interested in the jealousies of Saint John and Fredericton, have refused to build a separate railway, and can see no reason why the extension should not take place from Woodstock. The reminiscences, etc., alluded to above, are the slow progress, stoppages for want of funds, inabilities of contractors, besides the immense amount of talking, years before the different railroads were even commenced; and I really cannot help inferring that if they do not now commence operations at Woodstock, the capital will give out before it is finished.”

Now we are in a position to state that the English capitalists never once objected to commencing at Fredericton, and never once preferred beginning at Woodstock, while the Engineers declared that the question never admitted discussion, Fredericton being decidedly the proper point of departure.

So much for the opposition.

This is no purely local undertaking. The Province at large is concerned in its failure or success, as its effects will have a diffusive influence over the entire Country. Admittedly York Carleton and Victoria are the most largely interested in the road, and from the portion have been taken the grants of the land which the legislature gives in lieu of bonus. Next to these the County of Charlotte is most deeply concerned, and although it might be inexpedient to admit them either as shareholders or directors, this should not prevent their helping on a work which must ultimately tend to their mutual advantage.

Reporter

Dec 6, 1871

Opposition to the Railway

Taking the St. Croix Courier as an exponent of public sentiment in St. Stephen, it is pretty evident that those very enterprising gentlemen constituting the “St. Stephen ring” are not at all satisfied to allow the appearance put in by our railway men to go by default. They do not come out fairly and squarely in opposition, because such a course, antagonism to a great public enterprise, would bring down upon them the censure of all right thinking men; they therefore adopt the role of fault finders and put in technical objections. Thus:

On the 7<sup>th</sup> of April, 1870, an act was passed by the Legislature of this Province, granting 10,000 acres of land for every mile of railway built, between Fredericton and the upper boundary of Victoria County. The company recently organized in Saint John for the building of the road propose to take these lands under the Act, but they seek to evade the evident spirit of it by constructing a road of three and a half feet gauge. Although it is not expressed in the Act it was evidently the intention of the Legislature to grant these lands for a road of the ordinary gauge. The narrow gauge may do very well for branches, but this road will undoubtedly be of the nature of a Trunk line, and it will be very awkward indeed to have it of a different gauge from the roads with which it connects. If the government accept the narrow gauge, the company will get for building a cheap road a monopoly of the best lands of York, Carleton and Victoria, to the extent of between one and two millions of acres, and thus one of the most immense land rings will be formed which any government ever sanctioned. We hope, therefore, the government will see to this. Whilst it is most desirable that the road should be built, it is equally desirable that it should be of the same gauge as our other railway; and we caution the government that if it adopt the scheme as it stands the legislature will hold it to strict account

will hold it to strict account.

Now it is well known that certain leading men in St. Stephen were, and probably are, exceedingly anxious to join this same "immense land ring," and we ask the Courier if it can state on authority that these individuals, if admitted into the Company with a voice in the general management of its concerns, would then object to the three and a half feet gauge. Wiser men on such matters than either the editor of the Courier or Reporter, fixed upon this narrow gauge, one which our most eminent engineers declare will yet become universally adopted on this continent. Railway companies are narrowing the gauge all over the world, especially since that wonderful experiment in Wales, a road of only 1 foot 6 inches, has proved such a complete success in subserving all the commercial interests of the district through which it passes. That huge fraud upon the Dominion, the Intercolonial Railway, was only fixed as a broad gauge by a bare majority in the house of Commons, and during the approaching session there is little doubt that the majority will show on the other side of the tally board. Again, had the English capitalist undertaken the building of the road they would in all probability have stipulated for this same three and a half feet gauge, as Mr. Fox was frequently heard to declare that this was the proper gauge for America, and especially for a road through New Brunswick.

the closing sentence, the caution contained to the government, will go to show that it is worth. Suppose for a moment that the construction of this road, so immensely important to New Brunswick, were to hinge on the government assenting to the narrow gauge, and that they determined to strangle the enterprise by withholding that assent, how long, pray, would the country tolerate their existence in office? Not a single day, and they know it right well. With this knowledge their assent has been granted, and no man in the legislature will risk his reputation by confronting them on such an issue,

If the country is not safe in the hands of such men as constitute the present Company, will the Courier please suggest a list more acceptable to the public for honesty of purpose, intelligence or enterprise.

A correspondent in the Sentinel repeats the absurd story that the English Company refused to build the road unless it began at Woodstock. There is no truth in this assertion.

Reporter

Dec 27, 1871

The survey of the Rivière du Loup Railway [continues old name even though Edmundston is now target goal] has progressed about 20 miles upwards from St. Mary's. The party is now surveying between the Ridge Road and the Mactaquac near the line of survey made last winter by Mr. Gregory. This line will run on to Springfield, Caverhill, and Nackawic. They will then return to Smith's corner and try another line by the valley of the Keswick, connecting with the Nackawic and Beccaguimac waters, adopting which ever shall appear the most practicable. The Company meets on the first Tuesday in January, in Saint John.

Reporter

Feb 7, 1872

A meeting of the Rivière du Loup Railway Company took place in this city yesterday. Seventeen and a half miles of the road have been located, and the route is a most desirable one, Everything is looking and progressing favorably.

Standard

May 15, 1872

The following gentlemen have been elected Officers and Directors of the Rivière du Loup Railway: Alexander Gibson, President; J. L. Inches, Secretary and Treasurer; Nichols, Engineer. Directors: Thomas Temple, and A. F. Randolph of this city [Fton]; Alexander Jardine, Bois de Veber, Stephen H. Hall, Saint John; and Robert Robinson, Canterbury.

Reporter

April 17, 1872

Alex. Gibson, Esq. President of the Rivière du Loup Railway Company writes the

ALEX. GIBSON, Esq., President of the Rivière du Loup Railway Company, writes the following letter to the Telegraph:

“Sir, I see it stated in some of the newspapers that a draft bill, passed in the Sessions of the County of Victoria, enabling the people, if so disposed, by a vote, to tax themselves in aid of the Rivière du Loup Railroad, was so altered, as presented to the legislature of New Brunswick, as actually to impose the tax which the original bill intended should be a voluntary one.

“With such a statement before the public, as President of the Railway Company, I feel it incumbent on me to state, in the most emphatic manner, that I have no knowledge of any such proceedings, and not only so, but that I would greatly prefer that the people of Victoria should feel notwithstanding any pledges given by them, in the Sessions or otherwise, they are entirely free from any obligations to the Railroad, except such as they may see fit to assume at a future day, when they shall have duly considered the claims which the Railroad may seem to have upon them.”

“I am, Sir, your obedient servant,

Alexander Gibson,

President of the Rivière du Loup Railroad Co.

Reporter

May 8, 1872

Rivière du Loup Railway

Turning the First Sod

The vastly important undertaking, destined to exercise so great an influence on the material interests of the City of Fredericton, the County of York, the Province of New Brunswick, and we might venture to add the Dominion of Canada, was inaugurated yesterday in the ceremony of turning the first sod.

It was owing to fortuitous or accidental circumstances that the ceremony took place yesterday, but principally to the fact that a meeting of the company was being held in Fredericton, at which Mr. E. R. Burpee was present, and it was only on the previous evening that they concluded to hold the demonstration. For these reasons the attendance was comparatively limited, notwithstanding it embraced many of the most influential and wealthiest men in the Province, including along with the Company and contractors, His Excellency the Lieut. Governor, the Hon. President of the Executive Council, Hon. Prov. Secretary, Hon. Attorney General, W. Wedderburn MPP, Ed. Willis, MPP, the member for York, County, Mr. Perley, Government Engineer W. H. Needham, Dr. Dow, Col. Otty, Major Robinson of Saint John, Mr. Smith of the Telegraph, and a host of other gentlemen all interested in this great undertaking. There were very few ladies.

St. Mary's, as well it might, decked itself in holiday attire, decorated its flagstuffs and battlement with bunting, and turned out en masse to witness a ceremony the purport of which is to convert in the brief space of three or four years their little village into a thriving and populous town. So mote it be.

The spot selected was an open space or field a few rods above the village on the right of the main road, and here at about half past two o'clock the crowd of stranger and citizens had assembled. The sun which up to this hour had looked frowningly down upon the preparations, now shone out most auspiciously, and the clouds which had been gathering blackness as if determined to pour out their contents and disperse the assembly, rolled beautifully away, leaving a cloudless sky and a brilliant sunshine as omens of the success which, amid threatening difficulties, should at last crown the enterprise with a glorious success.

The spade used on this occasion was the same with which in 1853 Lady Head turned the first sod of the European and North American Railway at Saint John, and with which Mrs. Needham turned the first sod of the Fredericton Branch in 1867. A pair of silver plates engraved and inserted in the handle attest to these facts.

The “laborer” on this occasion was His Excellency the Lieut. Governor, who deposited the sod in the barrow, wheeled it along the plank, and then dumped it over the “embankment” after the most approved style of our modern navie, while the exploit was heralded far and near by the ringing cheers of the assembled multitude. President Temple, after a few brief remarks in reference to the occasion which had brought them together, then called upon His Excellency for a speech, but owing to physical indisposition he was unable to comply. The enterprise, however, had his best

my own hands, and I was unable to comply with the wishes, however, had the same wishes, and although he could not trust himself to speak he was with them heart and hand.

The Hon. President of the Council was next called upon. He would commence his speech, he said by proposing three cheers for the Queen, the response from lusty lungs ringing out ere the demand had scarce passed his lips. This work was one, he said, of the greatest interest to the people of New Brunswick; it was the opening up of a road destined to become the great highway between this Province and Quebec, and although the Intercolonial had such a long start of us, he firmly believed that our road would be the first completed after all, and this was, with the bridge at Fredericton, the true Intercolonial. He was glad to see so large a representation from Saint John, a city which was to partake so largely in the benefits of this construction, but it was for us to remember that the prosperity of Saint John meant the prosperity of the whole Province.

Mr. Boyd being next called upon said he was quite unprepared to make speech, and had only heard of the turning of the first sod on that morning. He was glad to hear the friendly allusions to Saint John by the last speaker. Now and then there had been manifestations of petty jealousies between Fredericton and Saint John, but he hoped they were now all buried in that ground from whence came the first sod on the Rivière du Loup Railway. *This Railroad meant a new river Saint John, open at all seasons of the year*, scattering benefits all over the land, and whenever we found men willing to risk so much of their own capital to promote a great public undertaking, it was for us to take them by the hand and held them on in the good work. Some people thought the object of the contractors was simply to make money out of it themselves, and these stores had been circulated to such an extent that the President, Mr. Gibson, had felt like throwing up the whole affair. That very day he had heard persons say this Road was only a humbug. Such persons did not know what they were talking about, for so surely as that sod was turned, so surely would this work be completed. We had men of the right character and stamp in New Brunswick. There was His Excellency the Lieut. Governor, who at the great Railway celebration in Portland years ago, outshone the ablest orators of the United States until Gen. Dearborn himself was compelled to say, "The bluenose has beaten us all." He had done the same recently at Bangor, and he could do it again, although his silver locks reminded us that he might now expose himself out in the open air unnecessarily. Then we had E. R. Burpee, whose name was a power in the land, a guarantee of the success of any enterprise to which he put his hand. Witness his completion of our portion of Western Extension a year before our smart Yankee friends were ready to unite with him. Then we had our Alex. Gibson, making his thousands yearly commercial enterprises, and spending it in the building of churches, school-house, and for the general advancement and comfort of those by whom he is surrounded. We should all help on such men as these for by so doing we are advancing our common country. This road would be the means of inducing settlers to come to our shores, these hardy Shetlanders for instance, who were worth to the country hundreds of pounds every man o them. It would be the means of retaining our own young men, who if they would but work as patiently here as they are compelled to work in some of the fever smitten western States would find New Brunswick one of the finest countries in all the world.

Hon. Provincial Secretary said he would not make any lengthy remarks, but while he remained in his official position he would vote to encourage this enterprise by every legitimate means. He called upon the farmers through whose lands the road chances to run to give the right of way cheerfully. He hoped yet to ride side by side with the leader of the opposition, Mr. Willis, on this same road from Fredericton to Rivière du Loup.

Mr. Willis hoped that ere the road was completed their relative positions might be changed, and Mr. Hatheway become the leader of the opposition. Speaking of railroad he should like to see all the projected lines in this Country undertaken at an early day, and carried on under the watchful eye of the legislature. He should feel sorry to see friendly rivalry between Saint John and Fredericton at an end; rather would he see them emulate each other in every good work. The present undertaking had his fullest sympathy, and he hoped it would be carried on in the same spirit which characterized its auspicious opening.

Hon. Atty. General was pleased with the interest generally manifested in this work, and held it was a public duty to encourage those who had now committed themselves to its prosecution. From their character and standing he had no doubt the road would be pushed rapidly along and completed within the specified time. It was much to the credit of the men of York that they had so freely given the right of way, and any man might well be proud to stand up as the representative of such a county.

Mr. Wedderburn congratulated the County of York and the Province generally on the auspicious event. Men of intellect and enterprise in other provinces were seeking to develop the resources of the land in which they lived, and it was for us to feel that this was "our own native land," and that it had resources only waiting development in order to make it the brightest gem in the diadem of the Dominion.

Dr. Dow said Railroads had now become a necessity of the age, and when some of his friends in Boston had expressed surprise at the railroad enterprise manifest in this Province, he told them that this Country produced some of the ablest and best men in the world, and then he talked to them about Governor Wilmot, E. R. Burpee, and a host of others whose names were the pride of every New Brunswicker. Some one had remarked that the road would never be built, but the men who spoke thus could have little knowledge of the parties who had undertaken to carry on this work, for so sure as it was commenced so sure would it be completed. It had his very best wishes.

Mr. Needham said he was awfully surprised at being called upon to speak. He thought he had almost gone out of existence and felt wonderfully flattered at finding he had been mistaken. He was glad to see this work commenced and hoped the Company would make money out of it, although the money making was rather problematical. If he, Mr. N. had five millions a year they'd never want for money to finish it. He was not prepared to make a Railroad speech, but oh, if he had only a chance to pitch in and do a little canvassing, seeing there were so many of the "free and independent electors of York" present there before him, wouldn't he talk to them. When the day of election arrived he'd be there.

His Excellency who all this time was feeling like the high mettled courser retired from the field, when the excitement of the race course surrounds him, could resist the old impulses no longer but mounted the platform amid deafening cheers. There was one expression, he said employed by the Attorney General, which carried him back to other days, and he felt old memories reviving within him. That expression was "Men of York!" It reminded him of the time when he first addressed the "men of York!" He remembered his old teacher, Dr. Summerville coming into a store where his card was posted on the wall, and after reading it turning round to him and saying, "Ah, Aulan, Aulan, yer a great rawdical, yer too much like O'Connell." It was these men of York who were the first to take hold of responsible government, and the first meeting at which the new doctrine was propounded was held in a school house on the Keswick Creek, in the parish of Douglas at which himself and Mr. Fisher attended. Although some said at that time that responsible government meant responsible humbug, he thanked God that he had lived to see the day when New Brunswick could manage its own affairs. He then drew a glowing picture of the future of British America, capable as it was of sustaining a population of forty millions of people, and referred to a prediction which he had made years before that ere long this province of ours would be the great highway through which should traverse the commerce of the old world and the new passing from ocean to ocean on one unbroken line of Railway stretching from Halifax to Vancouver. This celebration was one of the man earnestly pointing to its fulfillment. He called upon the youth of the land to bestir themselves and work diligently that they might become good and useful men. Under the new school law, which we would never give up, these youths had opportunities of making themselves men in the highest and noblest sense of the word. But they must work. Before 5 years he believed the road would be completed from Halifax to Red River and before 10 years it would reach the shores of the Pacific. As for himself he was now like a piece of chess on the chess board, to stay where he was placed, but he could hope, and he hoped God's blessing would attend this enterprise.

After three cheers for the Dominion and three for the Lieut. Governor, the assemblage quietly dispersed.

The Rivière du Loup Railway Company met in this City yesterday.

Officers elected were:

President Alex. Gibson

Secretary J. L. Inches

--- Nichols, Engineer

Solicitors Messrs. Fraser and Winslow

Directors Sheriff Temple, A. F. Randolph, Robert Robinson, York. Alex.

Jardine, Bois Deverber, Stephen H. Hall, Saint John.

\*1000 tons of iron expected to arrive by 1st July next.

Passenger, box and platform cars ordered to be contracted for immediately;  
also 2 locomotives.

Sections along the 17 miles already located will be let immediately.

Gauge settled at 3 ft. 6 in.

On motion of Mr. Isaac Burpee the following Resolution was passed:

“That whereas the New Brunswick Railway Company has solicited aid from the County of Victoria for the Rivière du Loup Railway and a permissive bill was prepared by the Sessions of the said County to be submitted to the Legislature for that purpose, and

“Whereas the Company understand that the said permissive Bill has been so altered as to misconstrue the intent and meaning of the bill prepared by the County, therefore

“Resolved, that the New Brunswick Railroad Company do not recognize any liability for aid under the present Bill so passed, from the County of Victoria, and wish for a repeal of the same by the Legislature.”

Standard

May 15, 1872

By a special telegram from Fredericton we learn that Mr. John A. Morrison's lumber mills on the St. John River, about a mile from that city, were burned to the ground on Saturday. These mills have been for a long time engaged in sawing for Alexander Gibson, and their destruction at this time is particularly unfortunate.

[this is the property that Alexander Gibson acquired the lease on and for it and other properties in the same area took out the \$19,000 loan in 1865]

Reporter

May 15, 1872

The Railway

Work is now fairly commenced on the road, and a portion of country which last year lay hushed in a wilderness's silence, or displayed the unpretending fields of our thrifty husbandmen, is now all alive with a new and grandly important enterprise. Perhaps no better illustration needs be adduced of the commercial progress of New Brunswick than that afforded by the undertaking of the Rivière du Loup Railway. Not more than forty years ago, and within the memory of many still living, the River Saint John was the great highway to market for our old time settlers, and many a strong pull against wind and tide they had in order to secure for their wives and little ones the ordinary necessities of life. A story told of one settler, the sire and grandsire of an enterprising family well known in our midst, who, on being rebuked for not coming at an earlier hour to his road work, replied that he came as soon as he could get his breakfast after fishing it from the river. Contrast the men and the now, and have we not all reason to congratulate ourselves upon the success which has attended the development and opening up of our Province, and the reward which as crowned every well directed effort to advance the material and social welfare of New Brunswick.

Not four years ago, much less forty, our new railway project, destined to connect the maritime and upper provinces by the shortest practicable route, was looked upon as absolutely chimerical, and men in high official positions, interesting themselves for that other Intercolonial, were disposed to ridicule the “silly vapourings” as they were pleased to term them, concerning the feasibility or possibility of a rival road starting from the little village of St. Mary's, in York County.

Such men miscalculated Bluenose push and daring, and they have but to look at the stock list as an evidence, and at the work now actually in progress as an earnest of what the new enterprise is bound to accomplish. The collateral advantages of this road are beyond estimation at present, but prominently we may discover in its undertaking one means for keeping our young men at home, affording them not only present and remunerative employment, but encouraging them to look forward to, and in a measure guaranteeing brighter prospects in the future. This in itself is not means consideration, for while we may and do induce to our shores the adventurous emigrant, we should never forget that the sons of the soil are far more valuable on account of their experience, and knowledge of the ways and business of the country. To keep these within our borders is most desirable, especially while work is abundant and labor so scarce. If the road now being built can accomplish this, it will have effected one great desideratum in our provincial economy.

Of the work as now progressing, it is unnecessary to say further than that of the 16 miles already located, beginning at St. Mary's, almost the entire distance is already under contract, one section to Kitchen and Vanwart, another to Mr. Love, another to Mr. Lowe, another to Mr. Yerxa of Richmond, and another to Mr. McDonald. These parties have already commenced work in their respective sections, so that for the present we can confidently "report progress."

A construction engine will be at work not alter than 1st July.

Reporter

June 5, 1872

E. R. Burpee was in town yesterday. He went over the proposed route of the Rivière du Loup Railway as far as Keswick. Today there is a meeting of the Company in Saint John.

The last "Illustrated Canadian Weekly" contains a two page picture of the Saint John Academy of Music. It is a fine plate, beautifully printed, but the correctness of the picture is questionable. It is rather ideal than real.

The "Turning of the First Sod on the Rivière du Loup Railway" is also highly imaginative. We should not feel surprised if a certain dashing Captain of Volunteers were to enter an action for libel against the proprietors.

Reporter

June 12, 1872

Emigrants Coming

One hundred and thirty Shetlanders are expected in Saint John by the "Olympia" today. They are sent out by Mr. Anderson, agent for the Rivière du Loup Railway Company, and on their arrival here will be set to work at once on the Road.

A number of Swedes sailed from Hull by one of the Allan Steamer on Monday. They proceed at once to the emigrant settlement on the Tobique. We understand the local government have sent instruction to Mr. Potts to send out upon the same terms 100 additional. Should these last arrive they will be located on the Balmoral Block, Restigouche.

Reporter

June 19, 1872

Arrival of the Shetlanders

When the gentlemen now comprising the Rivière du Loup Railway Company resolved to enter upon the great work before them, of completing Railway connection between the Upper and Lower Provinces by the shortest route to the sea, one of the first difficulties to stare them in the face was the scarcity of labor. This in itself was rather an indication of Provincial prosperity, since scarcity of labor always indicates a healthy state and condition, which in its turn communicates encouragement to the undertaking of fresh commercial enterprises. The difficulty, however, had to be met, and as but one solution presented itself, they accepted that one without delay or hesitation. What New Brunswick lacked in population the overcrowded districts of Europe would supply, and in conjunction with the government, who had given them every encouragement and assistance they devised a scheme of emigration which thus

far has succeeded admirably.

The Shetland Islands, lying to the North of Scotland, were selected as the field of operations, and a native agent, Mr. Anderson, acquainted with the people and possessing their confidence, was dispatched on the important mission of transplanting his fellow countrymen from the old world to the new, removing them from the bleak and barren rocks of the Isles to the fertile fields of New Brunswick. The Shetlanders are for the greater part devoted to fishing although Lerwick the capital with a population of about 4,000, has manufactories or stocking, bed rugs, and plating straw. The entire population is about 32,000. Unfortunately Mr. Anderson arrived at time when the men had entered upon their annual fishing engagements, and many who would gladly have accompanied him to America were compelled to remain behind. He succeeded in bringing out 138 in all, consisting of 66 adult males, 18 adult females, and 54 children, including 17 families. Among them are two black smiths, 7 stone masons, and 6 carpenters, the remainder of the men have no particular trade, their original occupation being fishermen, farmers, farm laborers, etc. They belong principally to the Church of Scotland; there are some Episcopalians, Methodists and Congregationalists. They all came cheerfully, and now that they are safely landed in New Brunswick not one of them regrets the exchange.

They left home on the 27th of May, on board the St. Magnas steamboat for Granton. From Granton they came via train to Glasgow, and from Glasgow to Greenock, where they embarked on board the "Olympia" on the 29th. After a passage of fourteen days they arrived at Saint John, all well, not a single case of sickness during the voyage. On the following morning the Olive was alongside the vessel and the passengers were taken on board and brought through the falls, when they were transferred to the Rothesay. They had a delightful run up river and were never weary admiring the beauties of the scenery and the fertile lands stretching away on either hand such as they would shortly call their own. About 4 o'clock they reached Fredericton, where they were received by the Hon. President of the Council, the Hon. Prov. Secretary, the Hon. Board of Works and by A. F. Randolph and J. L. Inches on behalf of the Company. Quite a large number of citizens also awaited their arrival. Arrangements in the meanwhile had been so perfected that with the exception of 7 families they are all safely located at their destinations along the line on the same evening. The remainder were carefully provided for in comfortable Hotels, and speak in the highest praise of the kindness and attention which they received in Fredericton.

As regard the physique and personnel of the Shetlander they appear to be fine, healthy, intelligent, and most desirable class of immigrants, and we are pleased to know that next summer we may expect a larger installment of the same. They will all receive good wages those who remain on the line for three years receiving from the Company 100 acres of excellent farming land, either along the route of the railway, or in such settlement blocks as they may prefer. With those who wish to refund their passage money the Company will annul any existing obligations, if the parties think they can do better elsewhere. It is not likely many of them will avail themselves of this privilege as the Company guarantee to provide them with constant employment summer and winter.

They are now all busily at work, on their part expressing themselves delighted with their location and the manner in which they have been treated, the contractors on the other hand speaking of the immigrants as an intelligent, industrious and hard working people.

We wish them every success in the land of their adoption.

Reporter

July 24, 1872

Accident on the Railway

This morning as Jonathan Hawkins was undermining an embankment near Curry's mountain, along the line of the Rivière du Loup Railway, the earth suddenly caved in upon him, burying him in its descent and inflicting some considerable injuries. A timely rescue save him from suffocation and now he is in the hands of the doctors.

Reporter

Aug 14, 1872

Crown Land Sales

#### Crown Land Sales

The sale of Timber Berths on the Miramichi, as advertised in the Royal Gazette, took place in front of the Crown Land Office yesterday forenoon. Notwithstanding the recent advance on the upset price the bidding was of the most spirited character, exceeding anything ever yet witnessed in the history of that venerable institution. From the contested blocks along a sum of nearly \$5,000 was obtained, one of these reaching the unprecedented figure of \$305 per square mile. This shows the actual value of our public lands which for the last half century the government has been selling at the rate of \$6 a mile. Were the upset price fixed at \$20 it would not make the slightest difference as to the disposal of desirable berths, those not desirable always receiving "no bid."

In ordinary cases the competitors form an outside "ring" among themselves, when the block is sold to the highest bidder, the proceeds being divided among the other members of the ring, instead of finding its way into the Provincial treasury.

The good people of St. Mary's are exercised over the location of the Station House, for the Rivière du Loup Railway. As the prospects indicate the selection of a site near the mouth of the Nashwaak, at the deep water terminus, we are not at all surprised at the perturbation of the villagers. Although the natural terminus of the passenger traffic, we imagine they will have to submit to a paltry way side station, unless they can persuade the County Council to have a voice in the matter.

Reporter

Sept 11, 1872

Crown Land Sale

An ordinary Crown Land sale took place at the Office this morning. It was extraordinary, however, as involving portions of the land in dispute between the Rivière du Loup Railway Company and private applicants, the latter appearing in force to urge their respective claims. In addition to the grounds which have been surveyed by the Company and reserved by the Government, there is a further survey of lands which the Company is determined to secure, and as private individuals could have no hopes of contending against them they will no doubt obtain all that they desire. Objections not unmingled with threats were urged against this procedure, and we fear the government have yet an unsolved problem demanding their most serious consideration. The applicants, however, should not be unreasonable. They must know that there is no provision whereby members of the Company in their individual capacity can be or should be prevented from bidding in any lands offered at public competition; neither is it unreasonable that the Company should seek by every legitimate means to secure these lands before they are stripped on all that is valuable. We cannot have the road and the lumber too, therefore our agreement with the Company should be carried out honorably according to the letter and the spirit of the law. This they have a reasonable right to demand, but nothing more.

\*Reporter

Sept 18, 1872

The Narrow Gauge

The Rivière du Loup Railway now being constructed in this Province, is attracting no little attention throughout this Dominion, not along on account of its importance as a commercial enterprise, but likewise from the fact that it is being built on the narrow gauge principle, 3 ft. 6 in. instead of 5 ft. 6 in. or even 4 ft. 8 in. The question of narrow gauges is now agitating the entire Railway world, and men will look with some anxiety to the future of this road in determining a problem, which is destined, perhaps, to revolutionize the entire Railway system of North America. [Editor feels the narrow gauge is the only way to go.]

Reporter

Sept 25, 1872

Mr. Mitchell and the Rivière du Loup Railway

...

Probably most of our readers have already heard of the Railway meeting in Chatham

Probably most of our readers have already heard of the Railway meeting in Chatham whereat the Lions of the North, greater and less, becoming rampant, attacked savagely the Rivière du Loup Railway Company, the government, and in fact the whole western section of the province. Mr. Mitchell, for instance, is reported as follows:

“The Rivière du Loup Railway Company should have the lands, but they are given in a manner that is both unjust and dishonest. If the Government made a mistake three years ago with the Rivière du Loup Railway Company they should not on that account refuse justice to us now. Because a company of business men in York, by sharp speculation, got the Government into a difficulty, that is no reason why we here in Northumberland should be refused what we are rightly entitled to. I arraign Mr. Kelly here before his constituents for his course in the matter.. the Rivière du Loup Railway Company have got too much Land. They cannot claim more than 150,000 acres and yet they have got their lines run out, and land surveyed to the extent of 500,000 acres. Was he doing his duty as the guardian of your interests when he permitted this. Again, instead of taking the lands lying along the streams emptying into the River Saint John, the country destined to be benefited by the line, the Company have been permitted to come over and take lands along the watersheds of the Miramichi, take the lands on which the Miramichi lumberers work and the timber which has to be driven down your River. In permitting this great wrong to be done to the people of Northumberland, has he not proved recreant to the trust that you confined to his care. The Rivière du Loup Railway men are now asking in an exorbitant stumpage from our lumberers, and the wrong if not remedied may yet terminate in a civil tumult. I have been asked a dozen times to get up a meeting on the subject and have refrained, but I now invite public attention to it, that the Government may see the error they have been guilty of, and take immediate steps to remedy it. I believe it is not too late if the Government will take the matter up at once. . . . IN again referring to the Rivière du Loup Railway enterprise he said it speared from the member’s own statement that the Government did not make a mistake in giving the lands but in the manner of giving them. If they allowed this, they were unfit for their positions, and the sooner they were got rid of the better. To take lands of the watersheds of the Miramichi River, even though in the County of York, was a matter of the highest importance to the people of all these Northern counties, and they had better be alive to it.”

Now this is really a very unstatesmanlike view of the question. A great interest of this kind is not to be defined by metes and bounds, its benefits are universal. To take lands on the Miramichi waters to aid the construction of this Railway is no more objectionable than to take the revenues of New Brunswick to aid the canals of western Canada. Neither is it more objectionable than to compel the river Saint John sections of the Province to pay seven-eighths of the provincial portion towards the Intercolonial, running as it does by the North Shore and directly benefiting only one eighth of the population of New Brunswick. Yet what statesman, of any enlarged view, would argue either of these questions from a merely local standpoint. Certainly it is not the manner in which Hon. Peter Mitchell was wont to treat great measures during his career in the provincial parliament. The reflection upon the government was rather pointed than polite, and we only wonder how the Hon. Attorney General, who was present, abstained from resenting on the spot those malicious accusation against himself and his colleagues.

It is generally conceded that the Hon. Senator is in a somewhat embarrassed position, politically speaking, just at present, and certainly this onslaught against the Rivière du Loup Railway Company is not calculated to improve his condition.

As regards the proposed Railway from Chatham to Fredericton, that is to us in York a question of vital importance. Let them put it upon its own merits and we in this County will go with them heart and hand in securing for the road the same facilities which the government has accorded to other lines throughout the Provinces. To this they are without doubt fairly and honestly entitled.

Reporter

Dec 25, 1872

The Executive Council has been in session for several days. Among other matters the affairs of the Rivière du Loup Railway engaged their attention, resulting in the Company obtaining the grant of land to which they are by law entitled. We understand

Company obtaining the grant of lands to which the use of said lands is subject on good authority that Mr. Gibson and Mr. Isaac Burpee leave immediately for England, in order to negotiate a loan for the purposes of the road, which is without fail to reach the Tobique River during the fall of 1873.

Reporter

Jan 8, 1873

#### The Rivière du Loup Injunction Case

It is known that on Friday last Mr. Ketchum obtained from Judge Weldon an injunction restraining the Company from mortgaging, transferring or otherwise disposing of any of the lands obtained from Government. As Messrs. Gibson and Burpee were about setting sail for England in order to negotiate a loan on the value of these lands, the injunction was very inopportune to the Company, and on their submitting the necessary securities was suspended on the following morning. Mr. Ketchum sets forth that although the originator and promoter of the scheme, he has been very badly treated by the Company, who have thrown him overboard, constituting themselves the Contractors and owners of the government land, and although a stockholder, shutting him out from all participation in the profits. That he has claims against the Company for professional services here and in England, and that while he agreed to make no charge should the scheme miscarry, he holds it did not fail in his hands, has not failed at all, but is being carried on by other means in consequence of a resolution of the Company over which he had no control. That he did not apply for the injunction in order to stay the passage of Messrs. Gibson and Burpee, but because it was the proper time to make the application, as it is only now that the Company have been put in possession. He says further that he offered to refer the settlement of his claims to Judge Steadman and Hon. John A. Beckwith, and that this proposition was declined. He now seeks to obtain by process of law what he denominates his just and honest claims. The Company, on the other hand, repudiate these claims in toto, asserting the Mr. Ketchum undertook to accomplish certain things in connection with the building of the road on his solemn assurance that if he failed there should be no charge against the Company; that on his return from England he announced that he had failed and advised them to seek aid elsewhere; that the arrangement with the present contractors was made at a meeting of the Directors, at which Mr. Ketchum was not present for the simple reason that he was not a director, and that by said arrangements his rights as a stockholder are no more jeopardized than those of any other member of the Company; that the action of the Directors was confirmed at a subsequent general meeting of the stockholders, at which Mr. Ketchum was not present although notified in the usual manner by public notice.

This is the case which is shortly to occupy the attention of the Courts, and it is a very pretty quarrel as it stands.

Reporter

June 18, 1873

#### Rivière du Loup Railway

It seems but as yesterday that a goodly company of New Brunswickers, representing various sections of this fine province of ours, and including His Excellency the Lieut. Governor, assembled in a rectangular field a short distance from the village of St. Mary's, and directly opposite the City of Fredericton, all intent upon one great purpose. This purpose was the turning of the first sod on the Rivière du Loup Railway, a scheme of domestic undertaking, cradled in York, County, rocked by H. G. C. Ketchum, and developed by the Gibsons, Burpees, Randolphs, Temples, and the irrepressible company associated in unbroken phalanx for this grand Commercial project. This was but a twelve month ago, and now where the first sod was turned a railroad concourse along, and for over twenty miles the locomotive wakes the echoes with its new and wondrous music.

There is a peculiar satisfaction in contemplating this work from the fact that it has been achieved without the aid of foreign capital or capitalists, that it is the outgrowth of native pluck and industry, and that we have men in our midst, who, nothing daunted at the magnitude of the enterprise, have thrown themselves heart, soul and pocket into the work, and now fortunately can see their way clear to its

consummation.

This road is now thoroughly finished, ballasted and all ready for the cars for a distance of 16 miles, while the rails and sleepers are laid some five or six miles further. Taking advantage of the presence of the members of the government in Fredericton, an invitation was extended to these and a number of other gentlemen, including the government Engineer, to ride over the 20 miles thus ready for the locomotive, an invitation which, of course, was cordially accepted. This excursion it will be borne in mind was purely impromptu, did not interfere with ordinary work on the road, and not dreamt of until the preceding afternoon; in fact neither the President himself or a single director accompanied the party. The day, however, was delightful, and the scenery along the River Saint John for the first ten or twelve miles, and stretching away through the Keswick valley, was really magnificent. We question if it can be surpassed in the dominion.

Much has been said in regard to the insufficiency of the narrow gauge as a rule, and this road in particular, but while we cannot speak of its carrying capabilities, we know from actual observation that for smoothness in running and rate of speed attainable, it is equal to any broad gauge in the Dominion. The car used on the occasion was an ordinary platform, upon which seats and an awning had been improvised by some of the workmen, and yet the motion was as gentle and easy as in any first class passenger car on the broad gauge, seeming to avoid that lateral motion so unpleasant in ordinary railroad travelling, while the rate of speed at times equalled not less than thirty miles per hours.

The Road starts at St. Mary's at Gibson's or Gill's landing, runs for some distance nearly parallel with the main road, and then curving slightly to Northward crosses the Miramichi portage near St. Mary's village. Continuing this course it crosses McFarlane's Mill pond immediately in rear of the Foundry, on a good trestle, and then with another slight curve still to the northward crosses the Nashwaaksis stream at the head of Thompson's Mill Pond, on a truss bridge of 66 feet span; then angling in a southwesterly direction runs for about 1 ¼ miles in a perfectly straight line, crossing the main road about 4 miles from the depot. Skirting the southern side of said road and along the River's bank, crossing the gulley at Currie's mountain, over the substantial wooden trestle bridge, it continues in nearly a straight line in a north-westerly direction till it reaches the Mouth of the Keswick River, about 10 ½ miles from the starting point, and crossing numerous culverts over the small streams running into the Saint John.

It then sweeps in a course due north, following the valley of the Keswick, passing immediately in the rear of the residence of Mr. Alex. Colter, crosses the main road near Mr. Pugh's, about 15 miles from Fredericton, following the flat to Jones' Forks, which it crosses on a well built truss Bridge, continuing the same straight line to Estey's Bridge, a little below Smith's corner, 17 ½ miles. It then takes a more southerly incline, still skirting the main stream till it reaches Dorn Cove, where of necessity making a short double curve, it leaves for a short distance the main Keswick stream, and crossing Burt's Mill Road again strikes the stream 20 ½ miles from Fredericton, at which point converge the roads leading from numerous thriving settlements, and which formed the terminus of our very pleasant excursion.

Here we found a model Railway shanty, which had been erected in the short space of two days, and which is fitted up with "all the modern improvements" and capable of accommodating not less than fifty workmen. It is the starting point of the new section already graded, and on which the rails and sleepers are laid for some three or four miles. A great advantage all along this line is the facility for obtaining gravel, which is being distributed on the road at a rate that is really astonishing.

Speaking of the curves on this narrow gauge, we were informed that the shortest is not less than at a radius of 660, while by law they are permitted 440. Of the whole line nearly 70 percent is perfectly straight. On this first 20 miles there are no up and down grades worth mentioning. After enjoying a refreshing lunch at the shanty the party returned to Fredericton, delighted with the trip, and abundantly satisfied with the first experience of Narrow Gauge railways in New Brunswick.

Reporter  
Aug 27, 1873

...

#### Picnic on Rivière du Loup Railway

One of the principal features in connection with the entertainment of the Vice Regal party in Fredericton, was the Picnic on Rivière du Loup Railway, arranged and managed conjointly by the Government and the Company now constructing the Road. There was but one passenger car, and even the open cars were limited, consequently the invitations were not as general as either of the parties would have desired, numbering, however not less than 200 guests. The steamer Andover had been chartered to convey the passengers to the Railway wharf at the Nashwaak, where the train was found waiting in readiness for the start. The Governor General and Countess had that morning driven up to Marysville, where they were entertained at the beautiful residence of Alex. Gibson, and where in his conversation with members of the family of that gentleman, old associations were revived of a nature peculiarly gratifying to his Excellency the Governor General. The Vice Regal party returned to the Train at about 11 o'clock, when the whistle sounded and away we went on the first picnic ever known to the Rivière du Loup Railway, thus inaugurated under such pleasurable circumstances. Of the tip upwards it is unnecessary to speak particularly. Unfortunately the day was not fine, and old Sol was far from doing the agreeable; yet their Excellencies never wearied of admiring the beautiful scenery of the Saint John and its noble tributary, the romantic Keswick.

The excursion proceeded upwards as far as the turn-table, some 24 miles, returning about 3 o'clock to Merrithew's farm on the banks of the Keswick. Here a pavilion had been erected by a number of young gentlemen, the advance guard of the excursionists. It was very tastefully constructed of evergreens, festooned and decorated with flags and flowers, and capable of accommodating 200 persons. The effect was very fine, and Lady Dufferin expressed herself charmed with its tasteful and picturesque appearance. . . .

Reporter

Sept 3, 1873

The Rivière du Loup Railway will be opened for traffic on Wednesday, 10th September instant. Distance to be run for the present 28 miles. Trains leave Nashwaak and St. Mary's each afternoon, at 4:15, returning following morning, at 8:50. This gives the farmers residing along the line an opportunity of coming to market and returning home on the same day.

The names of the Stations are Nashwaak, St. Mary's, Douglas, Springhill, Rockland, Keswick, Cardigan, Lawrence, Zealand, Stone Ridge, Upper Keswick.

The railroad Company is repairing and graveling Westmoreland Street. Some improvement was really needed.

Reporter

Sept 24, 1873

Alexander Gibson of Marysville, has purchased the Woodstock Iron Works, with lands belonging to the same for the sum of \$24,000. We have heard that Mr. Gibson plans the erection of a steam mill on the grounds, for sawing up the lumber, which will then be transported to the terminus of the Rivière du Loup Railway.

Five hundred tons of rails for the Rivière du Loup Railway were shipped at New York on Monday last.

Reporter

Oct 29, 1873

#### Important Decision

The case pending between the New Brunswick Railway Company and the Municipality of York County, originating in the latter declining to issue Debentures for the \$100,000 stock subscribed by the Council, was decided at the Supreme Court on Monday last.

It will be remembered that some months ago H. B. Rainsford, legal advisor to

the County Council, and acting on their behalf, declined paying any portion of his claim, on the ground that the Municipality was only authorized to take stock in a Railway Company incorporated or to be incorporated for the construction of a continuous main or trunk line of Railway from Edmundston, in the county of Victoria, to St. Mary's in the county of York, and from thence to Fredericton, to be connected by a Bridge as mentioned and specified in the said Act. He argued that the present Company were not incorporated for that purpose, and that there was no reasonable prospect of the Bridge being built at Fredericton according to the terms of the Act.

From the following extract from the decision of the Court, it will appear that Mr. Rainsford's opinion, published in the Reporter some months ago, has been sustained:

"The Act 34 Vic. Cap. 44, intituled "an Act to enable the Municipality of the County of York to aid in the construction of a Railway from Fredericton to Edmundston," authorizes the Municipality to take stock to the amount of \$100,000 in any Railway Company incorporated or to be incorporated for the construction of a continuous main or trunk line of Railway from Edmundston, in the County of Victoria, by the most direct practicable route on the eastern side of the river Saint John by the way of the Keswick Valley, to St. Mary's in the County of York, and from thence to Fredericton by a bridge across the river Saint John at Fredericton, and not lower down the said river Saint John than the mouth of the Nashwaak River.

"The 2nd and 3rd sections authorize the issue of Debentures to the extent of \$100,000, and direct the time of their payment. By section 4 the Warden of the Municipality is authorized to sign the subscription list, and to take shares to the amount of \$100,000 in the capital stock of any Company incorporated or which shall hereafter be incorporated for the purpose of constructing the line of Railway mentioned in the first section of this Act.

"The Municipality is not authorized to take stock in any company which is not incorporated for the construction of that particular line of Railway. Then has the New Brunswick Railway Company been incorporated for the construction of that line, and are they bound to build a Railroad by the route defined in the Act 34 Vic., Cap. 44.?

"They clearly are not; for it is at their option to build a considerable part of the line between Woodstock and Edmundston on the western side of the River, and are not bound to continue the Road to Fredericton, but may if they please, terminate it at the parish of St. Mary's. It is also very doubtful whether they have authority to build a bridge across the river Saint John at Fredericton. The Act of Parliament, 34 Vic., cap. 51, which incorporated the Company to build a bridge across the river, was . . . missive, and the bridge, if built, might have been between the parishes of Kingsclear and Douglas. It have no authority to the New Brunswick Railway company to build a bridge, and it required the work to be bona fide commenced within two years from the passing of the Act (April 14, 1871). It is sufficient, however, for the purpose of this application to say that the Company has not been incorporated for the construction of such a line of Railway as the Municipality is authorized by the Act 34 Vic., cap. 44, to take stock in, and as they cannot exceed the power given them by the Act, the subscription of the stock list by the Warden, and the appointment of a Director by the county Council, is of no avail."

This adverse decision will not at all interfere with the construction of the Road; in fact we have understood it was the determination of the Company to decline accepting debentures under any circumstances.

Standard

Dec 10/1873

Rivière du Loup Railway Company violating their Contract with the Government  
Not long since, we published a petition representing to the Local government that the New Brunswick Railway Company were not building their roads according to the terms of their contract with the Government, and the Subsidy Act granting them ten thousand acres of land per mile. This petition was very numerous signed by the inhabitants of Charlotte and Carleton counties.

The contract referred to is dated 24th January, 1872, and may be found in the Journals of the House of Assembly for that year. The recital states that "the New Brunswick Railway Company have offered to construct a line of Railway from the

Parish of St. Mary's to Edmundston in the County of Victoria, including connection with Woodstock.

The second paragraph provides that the line so to be constructed shall be a line of railway from Woodstock passing through the Counties of Carleton and Victoria, AS NEAR AS MAY BE BY THE VALLEY OF THE RIVER SAINT JOHN, UP TO EDMUNDSTON at little falls, in the County of Victoria; and also a line from the Parish of Saint Mary's passing through the Counties of York and Carleton on the Eastern side of River Saint John, so as to form connection with the said first mentioned line at such point as the Company may selected (subject "however to the approval of the Governor in Council as to such point").

Instead of being constructed "as near as may be by the valley of the river Saint John up to Edmundston," the road from Woodstock, so soon as it reaches Acker's brook, about four miles up river from Woodstock, turns away from the river Saint John almost at right angles for about two miles, then deflects downwards towards Fredericton, so that at about four miles from the river Saint John the line is a mile further down than it is at two miles from the river, and before it gets nine miles from Woodstock it not only gets out of the valley of the river Saint John, but is divested down from, while the contract requires it to be built "up to Edmundston."

This deviation from the route selected out by the Contract and Subsidy act, for the line from Woodstock "up to Edmundston," was the matter petitioned against; and the effect of it is, that about six miles of haulage is thrown against all traffic between Woodstock and the Upper St. John, which would be wholly avoided by construction of the road according to the terms of the contract, while the haulage of all traffic between St. Mary's and the Upper Saint John would not be increased.

Our contemporary the "New Brunswick Reporter" of the 3rd instant, in referring to an article which appeared in the Carleton Sentinel, has a very ungracious article on this subject, in which, without coming at the question at issue in the consideration of the Petition above referred to, he drifts into some observations upon the persons he chooses to consider the only persons interested in this matter—observations not very creditable to his judgment and knowledge.

Now we would have him understand that the people of Charlotte, fully realize the effect of this proceeding on the part of the New Brunswick Railway Company to prevent them enjoying the advantages to be derived from the construction of these railways, as fully as they believed they would when the Subsidy Act was passed; and we are sure the Hon. John McAdam would never have introduced the Subsidy Act had he supposed any other route than that so clearly and explicitly named in the subsidy Act and Contract, would be adopted.

Charlotte County, and particularly the Railway and shipping interests, are deeply affected by this matter, and we do not believe public attention is to be diverted from it by the ungenerous observations of the "Reporter," upon the energetic and enterprising Railway men of this County, and the inaccurate statement of the subsidies which have been received in the construction of the 126 miles of railway which have been built by them, and which were intended to be benefited by the construction of the railway from Woodstock to the upper Saint John. The Reporter should bear in mind that the 10,000 acres per mile of land subsidy that this province gives to Rivière du Loup Railway is, a large portion of it of equal value with the extensive tracts of timber lands owned by their energetic president [Gibson] and valued by him at from five to ten dollars per acre—that at the time the Subsidy Act was passed, the Legislature believed a broad gauge road would be built, and that by the removal of the Export duty since the contract was entered into, these timber lands are more than doubled in value.

The Reporter is in error in saying the object of the parties moving in this matter is "to compel the New Brunswick Railway to adopt such a route from Woodstock to Beckagoimic as should turn the trade all in their direction;" all they want is to be placed on EQUAL footing to secure a share of the trade of the Upper Saint John, and this is what was intended to be secured by the construction of the two lines named in the contract. And the location as made by the Railway Company in violation of their contract, looks very much like as if this Company which the Reporter would have us believe is so very magnanimous, and so anxious "for the development of the resources of New Brunswick," wished "to turn all the trade of the upper Saint John in THEIR OWN direction" that is to St. Mary's, at any rate so far as

upper Saint John in THEIR OWN direction, that is to St. Mary's, at any rate so far as an adverse and unnecessary haulage of SIX MILES would enable them to do so.

We have not at times been in entire accord with all the management of the New Brunswick and Canada Railway Co., but it has always appeared to us, that this Company have been very anxious to see the trade of the Upper Saint John opened up by railway, and conceive that in supporting the matter of this petition while exhibiting a proper care of their own interest, they are acting for the best interests of the trade of the County, and particularly of the shipping interests of St. Andrews and St. Stephen.

Reporter

Dec 17, 1873

Rivière du Loup Railway

The letter of Mr. Henry Osburn in the St. Croix Courier of 11th December, is received and contents noted. Fortunately for our readers, perhaps, a gentleman who answers to the name of Henry Perley, Engineer to Her Majesty's loyal government in New Brunswick, has saved us the trouble of any lengthened reply, and materially abridged what might otherwise have proved a tedious and wearisome discussion. It is well known he has reported to the Executive that in view of the figurations of the country, the company "as near as may be" are following the line indicated by the charter. It is further known that after an earnest interview with the government, and a warm discussion with certain directors of the Rivière du Loup Railway, Mr. Osburn and his allies have retired discomfited to St. Stephen.

It is just possible that Mr. Osburn is an admirable Railway manager, taking the n. b. and C. Railroad by way of illustration, but he fails lamentably as a logician. With a great flourish of trumpets he quotes the "precise terms" of the Act to prove in the first place what the Company had solemnly engaged to perform. We shall quote also:

"The said New Brunswick Railway Company in consideration of the said chapters 41-331 Victoria mentioned, do hereby agree to construct a line of Railway from Woodstock passing through the Counties of Carleton and Victoria, as near as may be by the Valley of the river Saint John, up to Edmundston at the Little Falls, in the County of Victoria, and also a line from the Parish of St. Mary's, passing through the Counties of York and Carleton on the eastern side of the river Saint John, so as to form a connection with the said first mentioned line at such point as the company, may select, subject however to the approval of the Governor in Council as to such point, and that the construction of the said line from Woodstock to Edmundston shall proceed so that the completion of both lines ready for traffic, that is from St. Mary's and from Woodstock upwards, including the bridge at Woodstock across the River Saint John, shall be simultaneous at the point of intersection or junction."

After thus quoting the terms of the Act one would imagine Mr. Osburn would next proceed to show in what manner the Company had departed from the letter of the law. In this he fails completely, and in order that he may not charge us with misrepresentation we give his own words precisely:

"The line from Woodstock to Edmundston which is the only one this county is interested in commences about a mile above Woodstock on the east side of the river, follows the river bank . . . then turns directly at a right angle away from the river, and by means of heavy grades of 85 feet per mile and sharp curves passes over the slope towards the river Saint John, where it joins the line to St. Mary's at the distance of at least 5 miles from the River Saint John, and by heavy descending grades reaches the bank of the river again at Hartland. Thus adding not only between 7 and 8 miles extra distance between Hartland and all point north and Woodstock but causing all business and travel seeking an outlet at Woodstock by the New Brunswick and Canada Railway to the Charlotte County ports or the United States to pass over 8 or 9 miles of heavy up grade and then 4 or 5 miles of steep down grade, the effect of which is that these restrictions and impediments will completely divert the entire up-river trade and business from Woodstock to St. Mary's."

In all this where is the departure from the strict letter of the law? The Act compels to build a certain line of Railway, the Act does not compel them to follow any particular survey. If the line diverges to the east or west, if the grades are heavy or light, if the curves are sharp or long, let the engineers answer the Company for that, but it constitutes no argument whatever to prove a violation of charter. Suppose for

but it constitutes no argument whatever to prove a violation of charter. Suppose, for instance, it were necessary in order to run upwards from Woodstock to Hartland that the line should first run downwards half way to Fredericton, with, it may be, heavy grades, sharp curves, and intricate windings, would even that involve a violation of charter. Certainly not, and we give Mr. Osburn credit for more intelligence that seriously to propound any such argument. The gist of the whole matter is found in the concluding lines. He sighs heavily and exclaims "the effect of these restrictions and impediments" (he has not once attempted to prove that they are surmountable) will completely divert the entire upriver trade and business from Woodstock to St. Mary's, and interfere with the "business and travel seeking an outlet at Woodstock by the New Brunswick and Canada Railway."

Possibly! We never imagined, however, that the Rivière du Loup Railway Company were building this line for the benefit of either the County of Charlotte or the said New Brunswick and Canada railway. They have not yet reached this acme of philanthropy.

"Such," Mr. Osburn tells us, "are the facts of the dispute," and he then proceeds to petition the government to require the company to fulfill the terms of the contract, so that Woodstock "and Charlotte" may derive the benefits secured to them by the Act. Now we beg to inform Mr. Osburn that Charlotte has no benefits secured to it by the Act, they have no more right to meddle in this affair than the counties of Kent and Gloucester at the opposite side of the Province. There is no public spirit actuating them in the matter; they see before them the interests of the New Brunswick and Canada Railway, "only this and nothing more."

The editor of the Reporter presents his compliments to the manager of the N. B. and Canada Railway, and begs to inform him that the location of the line from Woodstock to Hartland, as originally projected by the Rivière du Loup Railway Company, was this afternoon approved by the Governor in Council.

Reporter

Jan 7, 1874

Rivière du Loup Railway

We have so frequently alluded to the operations along the line of the New Brunswick railway, that any further comment at the present time seems almost unnecessary. Louder, however, than any words of ours is the bald and notable fact that by means of the large hearted enterprise of the Directors, ably seconded by the untiring energy of their employees, it is now possible to leave the city of Fredericton at 8 o'clock in the morning, dine at Woodstock and return again to Fredericton the same evening. Herein consists a full commentary on the progress of the work and the promises of the Company.

This feat was accomplished on Thursday last, when the President, Directors and Officers of the Road, accompanied by a few friends, made an excursion to Woodstock, celebrating in an unostentatious manner the union of the two cities by means of this new iron band. The morning promised auspicious weather, and the party set out in high spirits, enjoying as they rolled along the magnificent prospects stretching out on either hand, proclaiming our Saint John scenery grand, even in its winter attire, though the waters are frozen into stillness, and the hills are covered with snow. As far as Woodstock Junction, the line we may say is completed, and riding in one of the first class cars, the motion on the rails is as gentle as in any Pullman carriage, or any broad gauge in America. This fact was observable to all parties.

On reaching the Junction all eyes were strained for the locality which had been so recently the battle of the gauges, and although purely a question for engineers, yet to ordinary mortals any other route save that adopted seems absolutely impossible.

The passage over the branch line was made slowly and cautiously on account of the unfinished conditions. A few days however of fine weather and it will be placed in safe running order, if not thoroughly completed. One of the most interesting features of this branch is the immense "cob-work" cedar bridge over Downey creek, recently constructed by Mr. Currie. It is 92 feet high, 300 feet long, and is composed of over 3000 cedar timbers. It is much admired by the engineering faculty.

Arrived at Northampton we found nearly all Woodstock, with their fine Band, waiting our arrival, and ready to conduct us in triumph to the city. This effected, we found a sumptuous repast awaiting discussion at Exchange Hotel. to which about 100

persons, including several prominent citizens of Woodstock, paid their hearty respects. Dinner over, the President of the Company, Alexander Gibson, announced that he had a most pleasing duty to discharge, and requested Mr. Burpee to read the following address:

“To W. A. Nichols, Esq., Chief Engineer of the New Brunswick Railway,

“The New Brunswick Railway Construction Company in opening their Railway from St. Mary’s to Woodstock, embrace the opportunity to acknowledge their obligation to you for your valuable services in accomplishing this object.

“Although we have labored under great disadvantages from the failure of parties in England to furnish iron at the time agreed upon (being the proper season for laying track) as well as from the unusually early setting in of winter, and the difficulty in procuring labor, yet owing chiefly to your untiring exertions and your skill in overcoming difficulties, we are now enable on the first day of January, 1874, to open our road to the bank of the Saint John river opposite Woodstock, thus complying with the requirements of the Legislation of last year.

“As a slight token of the high estimation in which we hold your character and professional ability, as well as your devotion in advancing the interests of the Company, and as mindful of your unfailing punctuality in the discharge of your duty, we beg your acceptance of the accompanying time piece.”

E. R. Burpee, A. H. Fairweather, A. F. Randolph, Trustees

Mr. Nichols, who was taken completely by surprise, returned his thanks in a few appropriate remarks, declaring that he had rather build five miles of Railway than make one speech.

Brief speeches were then made by Col. Baird, who congratulate the Company on their success and welcomed them to Woodstock, and by Mr. Lindsay, M. P. P.. The latter intimated, (in alluding to a remark which fell from Mr. Gibson, viz. that this ovation seemed to give the lie to certain petitions passing through the County). The County of Carleton had “rights” and that she would seek those rights in a constitutional manner. There were no other speeches as the stay in Woodstock was exceedingly limited.

At half past three o’clock the party returned to the cars, and started en route for Fredericton, arriving without accident, and having enjoyed a most delightful trip, shortly before 8 o’clock.

The officers of the road at present are:

W. A. Nichols, chief Engineer

Moses Burpee, Locating Engineer

Thomas Hoben, Acting Superintendent

A. McL. Seeley, Accountant

Daniel McQueen, Conductor Passenger Car

C. H. Cowperthwaite, Conductor Construction Train

P. A. Logan, Master Mechanic

Flewelling Carpenter, Foreman

Daniel Tapley, Diver No. 1 Engine

Daniel Doherty, Driver No. 2 Engine

Archibald Davis, Driver No. 3 Engine

Steward Yerxa, Driver no. 4 Engine

The road is now being located to Grand Falls.

Reporter

March 4, 1874

A public meeting of land owners residing at or near the Nashwaak terminus of the Rivière du Loup Railway hold a public meeting tomorrow evening in order to give the new village a local habitation and a name. It is to be known in future as “Gibson,” in honour of its founder, Alex. Gibson.

Reporter

June 3, 1874

Those Crown Lands

The voters in this County will not be gulled by the delusive clamour of one of the opposition candidates, to the effect that the public lands have been sacrificed by the

present Government to "Gibson and the Rivière du Loup Railway Company." In the first place, we hold that the lands have not been "sacrificed," they have been well applied towards the accomplishment of a grant commercial enterprise; and in the second place, they were not so applied by the present government or the late House of Assembly, the Act having passed prior to the existence of either.

Reporter

Aug 19, 1874

The Timber-Lock

If walls have eyes as well as ears the old stones of the Crown Land Office witnessed a marvellous sight yesterday, when thousands of acres of timber berths were offered at competition and not a bidder in all the crowd. It was one of the large annual sales, and had drawn to Fredericton nearly all the lumber merchants of the North Shore, and the County of Queens, many of them coming, no doubt, to bid as formerly or little dreaming of the turn affairs have since taken. Engineered by a few of the larger operators a combination was formed and it was concluded not to bid, nor yet to purchase secondhand from any outside party who should presume to compete. This agreement was faithfully carried out, only two berths were disposed of, and these through some casual misunderstanding. It is further declared by the North Shore men, that all the lumber operators in the Province, "outside of the Railway rings," will join the combination formed yesterday.

The causes which have lead to this lockout are already familiar to the public. For years it has been a standing accusation against successive governments that they were mismanaging the public domain; that while companies and private individuals were realizing handsome profits, the government, yielding to the pressure of the lumber dealers, were sacrificing the interests of the many to the few and allowing our forest and valuable timber lands to become worse than profitless. No later than last season it was charged upon the government by Mr. Gough that the lumber merchants of the Province held the Government in the hollow of their hand, and the very journalists who now take sides with the malcontents were loudest to repeat the charges of mismanagement. What then. Acting in the interests of the public at large, complying with repeated suggestions of the Legislature, and imitating the example of the United States, our Government has imposed a stumpage duty of 60 and 80 cents on the North Shore and southern districts of the Province respectively, and it is in resisting this duty that the lumber dealers have formed their present Combination. What they expect to gain by the present procedure we fail to discover. They cannot expect to starve the government into complaisance, since the latter can afford to do without the purchase money, say \$40,000, far better than the former can afford to do without the lumber, shut down their mills and break up their business. The malcontents at present are about 90 in number, and although embracing some very strong men they cannot expect to carry their point against the Government, providing the latter are found acting in the interests of the people generally.

It is argued by the lumber ring that prices having declined so largely in England the imposition of 60 cents is more than sufficient to cripple the business in New Brunswick already unprofitable in a majority of instances, and that it is a load which this industry cannot possibly sustain. The decline, however, upon which this proposition is based, is merely fortuitous. The market in England may be down today and up tomorrow, and gives no ground for any fixed or definite line of action, on the part of the government. Those same men, in face of this decline, will pay \$1.00 stumpage to a private individual or company, while they complain it will ruin them to pay 60 cents to government.

The grievance therefore, is now reduced to a question of cents, the principle of stumpage duty being generally conceded. Then would it not have been better to have met the government fairly, talked over the situation in manly and friendly spirit and arrived at some definite understanding, rather than attempt in this childish manner to surprise or coerce the government into conceding their demands. What course the latter intend pursuing we cannot tell, but we do know that if they allow themselves to be brow-beaten or terrified into acquiescence they are unworthy the confidence of the public and should give place to better men.

The lands in question belong to the people, not as has been too generally

supposed to the lumber operators solely. For the present, we understand, the sales will continue as usual, the berths unsold yesterday and today being again offered after the customary notice.

After the sale yesterday, a committee consisting of Hon. Mr. Muirhead, Mr. McLeod, M.P., Mr. Ferris, M. P., and six or seven others waited upon the Surveyor General to ventilate their combined grievances but received no encouragement that the impost will be abated. In fact the disaffected differ among themselves, and while some would resist stumpage dues altogether the committee would consent to 25 cents and a ten year's license. Some of those loudest in complaining declare that the new arrangements are simply a device to compel parties to lease from Mr. Gibson and the New Brunswick Railway Company, but this charge is so absurd that we only mention it to prove how lame are some of the arguments against the new regulations.

The question, we understand, will be discussed by the Saint John Board of Trade this evening, and will no doubt engage the earnest attention of the government at its approaching session.

The recalcitrant bidders left this afternoon, firm in their resolve to stand by the combination, and rejoicing in the fact that several of the mill owners would refuse to say for any man outside the association.

Reporter

Sept 2, 1874

That purely factional spirit which has characterized the Freeman during its entire political existence, is specially manifested in the course pursued by that journal in reference to the lumber question. For years it has poured out the vials of its wrath on succeeding governments for their mismanagement of the Crown Lands, and when the editor himself for a few brief weeks was allowed to hold an accidental position in the government, it was one of his first pledges that the public domain should be protected and a large revenue derived from the Crown Lands of the Province. In fact the public at large have been crying out for reform in this respect, and we prepared to hail with delight any measure calculated to recognize their interest in those lands as at least co-equal with the lumbermen. Under these circumstances is it not remarkable that a journal which declares that its "only concern is for the public" should be found violently attacking the government which makes the first step in the right direction. Had our contemporary stated that "its only concern" was for the Freeman, the public would far more readily accept its declarations. We can however assure him that he will fail in this instance, as he has failed in many others. Public sentiment is thoroughly aroused on this question, and the government dare not even if they felt so disposed, retire from their position. The "Ring" of lumbermen has no vitality left. It was formed principally by selfish individuals who succeeded in hoodwinking their associates in the protest, and by men who have themselves been in the habit of buying up large blocks of lands and charging a stumpage duty to the smaller operators. These very men are now coming quietly to the Crown Land Office, and secretly reading their recantations, and we have little doubt that within ten days from the present date, application will be made for not less than twelve hundred square miles on the North Shore alone. The "Ring" in fact is already broken, and the position of the government fully justified and sustained by the voice of the people.

Reporter

Sept 9, 1874

The Stumpage War

The Freeman never will forgive New Brunswick for its "No Popery whistle" as the editor calls the support awarded the government during the recent elections. After quoting certain remarks from the Reporter to the effect that the lumber Ring was broken, and that some of those who declined to bid for these lands at the recent sales had since duplicated their applications, the Freeman unblushingly declares that this is all false, that the Gazette is just to hand, and that none of those who signed the protest are in the list of applicants.

These statements are simply untrue. It is well known in Fredericton that more than one or two of the "Ring" have made application for their lands, if not directly in their own names in the names of others, and Mr. T. G. O'Connor is not an official in

the Crown Land Office, but a gentleman whose name is used when applicants do not wish their own to appear. More than this, we can inform our contemporary that the very individual who acted as Lieutenant for the Ring and travelled throughout the north shore districts working up the "protest," appeared himself at the door of the Crown Land Office with his applications in his hand only to learn, however, that he was just too late, and that another gentleman was before him.

It is quite true that the larger portion of these lands have been applied for directly in the name of Alex. Gibson, and whatever capital or comfort the Freeman can make out of this fact let it enjoy by all means. Had Mr. Gibson made application for these lands prior to the recent sales, or sought at that date to outbid the parties hitherto lumbering on the Miramichi and its tributaries, there might be some slight pretext for an unscrupulous politician to affirm that the government had yielded to the pressure of a powerful monopolist. But when it is remembered that the parties themselves refused to buy these lands when the opportunity was afforded them, and that this refusal was openly coupled with the threat that they would coerce the government into relinquishing their stumpage policy, any fair or reasonable man must admit that no collusion with a view to ulterior effects could possibly have existed between the government and Mr. Gibson. The Ring declared the lands were not worth the money and refused to bid; Mr. Gibson declared the land were worth the money and bids accordingly. On the day of sale we shall see what we shall see.

Perhaps the Freeman will be kind enough to inform us whether or not the Ring has sent a delegation to Fredericton asking terms of the said Alexander Gibson.

The government having resolved to adhere to their lumber regulations, and the public having sustained them in their resolution, the Freeman is chagrined and disappointed. The editor was aware that the Ring was composed of influential individuals, and for a few brief days lived on the expectation that they would embarrass or perchance overpower the "godless free school government." Now that this hope is dissipated the Freeman return to their old weapons of misrepresentation and abuse.

Reporter

Sept 16, 1874

Broken

The great lumber ring is broken, and the power which sought to control the government of the country, or compel the adoption of a policy subservient to the interest of the operators, is gone forever. The history of the imbroglions familiar to the public. So soon as the stumpage policy was adopted by the government the North Shore lumbermen contrived among themselves to suppress all competitions or bidding at the general sales, declaring the stumpage duty an imposition which the trade was unable to bear, and thus leaving the lands idle and for the time being worthless upon the hands of the Executive. In this petulant state of ill-humor the operators, who had assembled in Fredericton with the full intention of buying, returned to their respective homes imagining they had dealt a death blow at the existing government. At this juncture Mr. Gibson appeared on the scene, took a survey of the lands, and made application for all that portion which the North Shore men had rejected. In less than twenty-four hours the Ring began to collapse. They saw the government would be sustained, and that the lands which they must have, were about to pass into the hands of a wealthy rival. First one and then another came to the Crown Land Office reading their recantations, and failing here besieged Mr. Gibson, and were only too glad to accept of any compromise.

The sales took place today according to the notice in the Royal Gazette. Had Mr. Gibson felt so inclined he might have compelled them to pay dearly for their perverseness, but not wishing to take any advantage of the situation, he generously surrendered the lands which were all bid in today without any excitement in the name of R. Hutchison. Only one individual who was not taken into the general conference, competed for a six mile block, running up the price to \$515, thus showing the real value of the lands which the operators despised a few weeks ago.

3300 acres were originally advertised. Of these 250 were bid in at the annual sales, and 1254 at the sales today, leaving 1800 unsold and for which applications were pouring into the department all the present forenoon.

It will be thus seen that the government policy is tully sustained, and that those newspapers which predicted the speedy collapsing of the Ring have been completely borne out by the events of today.

The Freeman and Globe in connection with this affair have poured out, and will continue to pour, the viols of their wrath upon Alexander Gibson, but that gentleman can well afford to bear it all thoroughly straightforward and consistent and we are proud to find that his metropolitan County of York claims a gentleman who has thus the moral courage to interpose on behalf of the people of New Brunswick, and the revenues of the country. How can it be truthfully alleged against him, that he is a purely selfish speculator, since every act of his public life gives the lie to any such accusation? We have but to look across the waters of the river Saint John, and there witness the successful accomplishment of the grandest commercial enterprise ever undertaken in this province, carried on largely through his means and deriving its life and vitality from his enterprise, energy and public zeal. So long as a locomotive traverses the New Brunswick railway, so long will the name of Alexander Gibson be honored throughout the length and breadth of the land, and any attempt on the part of a factious Press to write him down on account of his present procedure in connection with the timber lands of the country, will only serve to elevate him more highly in the estimation of every fair and reasonable man in the community.

The Freeman of yesterday had not a word to say in reference to the present land sales. The fact is, it has said itself out, the evidence against both its assumptions and arguments being too conclusive to admit of further debate.

Reporter

Dec 9, 1874

City Council have sent a petition to Ottawa asking that any resolutions granting a right of way of the Fredericton Railway Company on the Barrack Property be rescinded; seems also that Sheriff Temple has secured the Barrack property for a railway station.

Insurrection Among the Navvies

On Wednesday last it was announced by telegram that the train on the Rivière du Loup Railway, which left Muniac on the downward trip that morning, had been impounded at Bumfrau, some distance above Woodstock Junction, and that the Navvies had taken possession of the Road. [pay dispute; leaders not given much credit by Reporter; some jailed]

Reporter

Dec 30, 1874

Woodstock and the Railway

The Carleton Sentinel having advanced the rumor that the Rivière du Loup Railway Company did not intend to fulfill their engagement in reference to the construction of the Bridge at Woodstock, the Secretary of the Company, Julius L. Inches, undertakes to put the whole matter in its true light before the inhabitants of Woodstock and the public generally. He first repels a covert insinuation, to the effect that the Company had drawn more timber lands than they were fairly entitled to receive, by challenging the writer to search the records of the Crown Land Offices, and then, if he could, prove by facts and figures the correctness of what he evidently sought to imply. In regard to the building of the Bridge, Mr. Inches very plainly intimates that the Company will not worry itself just to accommodate the grumblers of Carleton County. The Bridge will be completed by the time specified, 1877, and not before. It will be soon enough, he say, to find fault, when they fail in any one of their obligations, and while he does not question the right of the people of Carleton County to watch the fulfillment of the contract, he thinks they should look at both sides of the question.

Apart from the controversy between the Sentinel and Mr. Inches, the public generally, and the County of York especially, would like to know by what authority the inhabitants of the town of Woodstock have appointed themselves custodians and supervisors of this great public work. Neither the town Council nor yet the County Municipality have given a single dollar toward the completion of the work.

municipality have given a single dollar toward the completion of the work, notwithstanding as Mr. Inches states, "a solemn compact between the County of Carleton and the Company for \$50,000 towards building this same bridge." And yet with a presumption which is truly marvellous they undertake to lecture and hector the Company in regard to the management of a work, which has been subsidized by the entire province, as though they were the sole executive council of the Province of New Brunswick.

The Company will continue to manage the road in their own interests; not a doubt of it; and we only wonder that shrewd business men, building a railway largely by their own means, should have allowed themselves to be hampered with a promise to construct a bridge which is not likely for many years to come to constitute "an important feature" of the undertaking. Here in the City of Fredericton with more than double the population, three times the amount of business and traffic, and four times the necessity for a railway bridge across the Saint John, and yet Fredericton is not found ragging at the skirts of the Company and imploring them for not undertaking that which we have not placed them in a position to perform. When the Bill first passed, Fredericton elected to contribute a sum of not less than \$25,000 towards aiding the construction of a railway bridge from the city to St. Mary's, and the County is under obligations of a similar nature but in a larger amount; and when the time arrives in the discretion of the Company for commencing the work both of these obligations will be fulfilled. In the meanwhile we have the same right in equity, if not in law, to assail the Company with accusation and insinuation because they have not yet commenced to "gather materials" for the building of said bridge.

According to the terms of the Act, as already stated, the Company is bound to complete the Woodstock Bridge during the year 1877, but it is within the reach of possibility that the Act may be so amended as to relieve the Company from an obligation unfair to the rest of the Province, and especially invidious as applied to the County of York.

Reporter

Feb 3, 1875

On to Aroostook

The New Brunswick Railway Company having concluded, as intimated in our last, to push a branch line into Aroostook territory, great is the excitement among the various districts to secure the terminus, each declaring itself more consequential than the other. The line to Fort Fairfield will be adopted.

The importance of this line to Fredericton will be learned from the following extract taken from the Northern Star, Presque Isle, Maine:

"Considering the fact that the 1,122 tons of goods brought here last year were mostly purchased west of Bangor, we risk nothing in saying that they would have been purchased in Bangor were through freights from that city as cheap as Portland or Boston—or had here been the means afforded for safe and rapid transit, without the vexation and trouble of Custom Houses, with other things being equal, these goods would have been procured in Fredericton, and the large sums of money gone into the hands of our provincial neighbours, but for obvious reasons our traders were obliged to go further. We are sure that in the future the tide of trade will set in the direction of that city which offers us railroad privileges, whether that be Bangor or what is destined soon to be its formidable, rival, Fredericton."

In this way we hope to get back a portion of the substance won from us by Uncle Sam and the Ashburton treaty.

New Brunswick Railway (ad)

On Wednesday, 13th January, and until further notice, trains will run as follows:

A passenger and freight train will leave

Gibson at 8 am, Keswick 8:57, Cardigan 9:19, Zealand 9:35, Millville 11:00, Woodstock Junction 12:05 pm, connecting with train to Northampton; Northampton, 1:00, Hartland 1:00 (20 minutes for dinner), Peel, 1:40, Florenceville 2:12, Kent 2:28, Bath 2:43, Muniac 3:40.

A passenger and freight train will leave

Muniac at 9 am, Bath 9:55, Kent 10:10, Florenceville 10:27, Peel 11:00,, Hartland 11:20 (20 minutes for dinner) Woodstock Junction 12:20 (connecting with

Hartland 11:20, (20 minutes for dinner), Woodstock Junction 12:20, (connecting with train for Northampton), Northampton, 1:00 pm, Millville 1:35, Zealand 3:05, Cardigan 3:23, Keswick 3:41, Gibson 4:35.

A passenger and freight train will leave

Northampton 11:00 am, connecting at Woodstock Junction with above Trains to and from Gibson, Muniac and intermediate stations.

A stage will be run between Muniac and Fort Fairfield, connecting at Andover with Stage that leaves Newcomb's Hotel every morning for Grand Falls and Edmundston.

Passengers for Aroostook can find conveyances at "Aroostook House," Fort Fairfield, for all points.

T. Hoben, Superintendent

Gibson, Jan 8, 1875

Reporter

March 24, 1875

Injunction Granted

On Friday last his Honor Judge Wetmore upon the petition of the Hon. Benjamin Beveridge, granted an Injunction restraining the New Brunswick Railway Company from further operations on the new Railway Bridge, now being constructed at Andover. This petition is in the interest of the People's Line of Steamers, owned by an American Company, jealous of the advancement of the Railway and its effects upon their own future operations.

The Railway Company complain bitterly that this Injunction should not have been granted without giving them an opportunity of being heard, and submitting a counter petition. It will have the effect, nicely calculated by the petitioners, of hindering operations at a most critical period, as by the time the Injunction may be removed, the season for work will have passed and operations must be delayed for another year.

They also complain that they were led, if not entrapped into locating the Bridge at its present site by Mr. Beveridge himself. It was their intention to have built it six miles above, from which they were only restrained by the representations and on the request of this hon. Gentleman; so at least we are informed.

From the best information accessible the Company learned that a 40 feet draw was ample for the passage of steamers, and that 160 feet were sufficient for timber and lumber, and were willing, if these spans were deemed objectionable, to refer the question to the government engineer. They also learned that the steamer only ran above Beveridge's wharf about 6 times in the year, and had no idea that the People's Line contemplated pursuing such an extraordinary cause as is now developed by the present Injunction.

No sane person will pretend to argue that a Railway Company, or any other Company, has a right to interfere with the navigation or impede the traffic on our noble River, neither should any one complain that the steamboat men should seek to protect their own interests by every legitimate means. What is complained of is the time and manner in which the injunction has been sought and obtained, leaving the Company no opportunity of being heard in opposition, and consequently delaying operations to their most serious loss and damage for another year.

The judge has consented to begin the hearing of the case on behalf of the Railway within six days.

Carleton Sentinel

April 3, 1875

It is greatly to be regretted that trouble should have arisen between the New Brunswick RAILROAD Company and the "People's Line of Steamers." No one will deny the right of the public to claim that no hurtful obstruction shall be put in the way of free navigation of the Saint John. That this navigation shall be maintained is absolutely essential. But then no one will pretend that a suitable bridge or bridges for railway traffic cannot be built across the river without making such obstruction. We advise the gentlemen concerned to remember that the public are their masters, and in the interests of the public to show a disposition to give and take fairly.

Reporter

April 21, 1875

Report of Prof. Hind on Water Supply in city of Fredericton.

The stumpage Fees

Newspapers in the northern section of the Province are complaining of the injustice which, they hold, has been sustained by northern lumber dealers, on account of the equalization of the stumpage. They hold that southern ports being more accessible, and railway facilities being so much greater, a preference has been established in favor of this section of the province to the detriment of the north. They forget, however, or keep out of sight the fact that lumber is much more plentiful on streams entering into the Gulf of St. Lawrence, and therefore much more easily and cheaply procured and manufactured. They also forget that the expenses of shipment, a very considerable item, are much heavier at St. John than at Miramichi, an advantage which in itself gives a large bonus to the Northern dealer. Take therefore, the scarcity of lumber and the expenses of shipment and we find the southern portions of New Brunswick, in regard to the lumber trade, laboring under very great disadvantage and they if any are the localities of the stumpage regulations.

Carleton Sentinel

May 1, 1875

The European and North American Railway Co. have determined to narrow the gauge of their road from Bangor to Saint John making it of the uniform American 4 feet 8 ½ inches, as soon as the necessary arrangements can be made. this change will necessitate, we suppose, a corresponding one in the Fredericton Branch and the New Brunswick and Canada road--the latter may, however, adopt the narrow 3 ft. 6 in. gauge, if the bridge is to be built at Woodstock so as to make direct connection with the New Brunswick road.

Carleton Sentinel

May 15, 1875

No trouble getting to up river now, with the smoothly running cars of the New Brunswick Railway; the excellent steamers of the People's Line, or to those who prefer this means of transit, or miss the others, the Newcomb Stage line. And still some people are not happy cause there is not an air balloon line by which to travel--we can't have everything at once.

Carleton Sentinel

June 5, 1875

The sale of the Steamers of People's Line, and their removal in large part from the upriver route, will be felt by many people to be a revolution backward. There have been along and adjacent to the river a good many who, in the past, had much fault to find with the Company, who will now be able to realize how great a boon it was to have the boats running. It is true the RAILROAD serves all the purposes for trade of a considerable portion of the country between this and Tobique, especially on the eastern side of the river, but to very many more the Railroad does not and cannot supply the place of the steamers. Of course in the transaction the contracting parties have studied their own respective interests as they had a right to do, but we should think it would be for the interest of the present owners of the boats, as it actually would be for the convenience of the public to have one boat, at least run when the water admit, to the Grand Falls. However, in view of the probabilities of the communication by steamer being cut off, we can only express regret at the loss of visitors who were always welcome, and who for many years have contributed so largely to the comfort of the people.

Carleton Sentinel

June 16, 1875

The European and North American Railway, Eastward, from Saint John to Halifax, was narrowed to the 4 feet 8 ½ gauge on Saturday last.

Carleton Sentinel

July 17, 1875

Work is being pushed forward with vigor on the piers for the railway bridge across the Saint John at Andover, these piers are being constructed very strongly with due regard to the resistance necessary to the contending forces of ice and swollen waters. They are faced with wood but willed with solid masonry. Some sixty men are now employed. The branch is now graded for nearly the entire distance from Andover to the Aroostook river, and the grading is also well advanced up that river toward the boundary line. Although Perley's stages afford very satisfactory accommodation, still it seems a pity that the rails are not laid on the gap between Muniac and Andover.

Reporter

July 27, 1875

Intercolonial Railway

Old Engines for Sale

In consequence of the change of gauge there will be a number of engines for sale! After July 1st. Many of them are well suited for saw mills and other purposes, and they will be disposed of on reasonable terms. Offers for the engines to be addressed to the undersigned, C. J. Brydges, Gen. Supt. Gov. Railways, Moncton.

Reporter

Nov 10, 1875

Our Lumber Lands

The lumber lands of our Country today are forming the greatest national resources to our revenue if not in a direct way to our Provincial Treasury, still this article of trade is producing the greatest monetary results of any of the manufactures of our Province. The government of New Brunswick are fast awakening to the fact and the regulations put forward by them during the last year are only a commencing as to what will be done in the way of preserving the lumber supply of this Province. During the past years the figure of mileage was so low that even the poorest lumberman was induced to speculate and the result was of course an overstock in the ?, and a low price paid to the operators by their contractors. Nearly 4000 square miles of timber land were sold from the Crown Land office during the fiscal year of 1873, and only realized \$41,000. During the same term last year only 2,500 miles were sold, the stumpage of which, after deducting the mileage, amounted to over 50,000. This of course shows a great change for the better, and considering the great depression of lumber trade this year, the government of New Brunswick may consider they have done well in fostering our lumber lands, and as soon as the foreign markets are brought to a proper standard we may expect still greater benefits. In the meanwhile our lands are to a great extent being reserved in comparison with former years, the result of which will prove remunerative to the Province.

Reporter

Nov 17, 1875

The Freeman in reply to, or rather an attempt to criticize an article published in the Reporter last week regarding the policy of the government and the Stumpage Regulations pours out his usual petty revenge against the government and uses some statement which only the Freeman could be ignorant of. It would be useless we presume to tell the Freeman that the policy of the Government has nothing to do with that of the Railway Company he speaks of, and we will try and make it believe that our assertion is right. When the rate of mileage was fixed at \$8 per square mile to cut and carry away lumber without an additional stumpage, the result was a very large amount of lands sold from the Crown Land office and an additional large amount of lumber exported at a very low rate without much general good to our Revenue. The government finding no general increase from year to year, but rather a falling off in some cases in the receipts from lumber, and that as timber was in a manner being very much diminished in quantity, resulting in an overstock in the market, concluded that if a Stumpage Bill was introduced it would have the effect of bettering the receipts of our Treasury and an establishment of a higher rate in foreign markets. Too much lumber had been cut, in fact the mileage was so low that lumbermen could make a

winter's operation on 2 square miles of land which was sold at the upset price of \$16. Will the Freeman prove its statement when it says the Stumpage Regulations are obnoxious? The lumbermen are quite satisfied to pay the 60 cents per thousand. Is it not right they should give a fair return to the quantity of lumber cut? The rate of stumpage in this Province is much lower than in the other Provinces of Canada, and if the Freeman was are of this, probably he would not make the assertion.

In reference to monopolies the Freeman is wrong in saying we are in favor of any such thing. What we meant is that the poorer lumberman would do much better by improving his farm, or other employment in winter months, than engaging in lumber pursuits where it is found in nearly every case not a paying speculation.

In regard to the \$9000 in our Revenue which the Freeman thinks a trifling fact we have to say that hardly two-thirds as much lumber was cut and hauled during the fiscal year ended 31st Oct., 1875, when the increase was made, than in the preceding year.

Carleton Sentinel

Dec 4, 1875

Excursion to Fort Fairfield

We were unable, much to our regret, to take advantage of the kind invitation to form one of the excursion party to Fort Fairfield last Tuesday. A gentleman of the party, however, kindly acted as our reporter, and furnished the following:

Having been kindly remembered in invitations given for the opening of the New Brunswick Railway to Fort Fairfield, we left the Northampton Station on Tuesday last, at 8 am. The morning was bitterly cold for November but each face still bore the trace of a bright autumnal tint. Some 15 or 20 of our Yankee friends from Bangor and Calais and we many more Woodstockers, filled the seats of the car comfortably, and friendly recognitions took place as our locomotive dashed bravely through the snow drifts on an up-grade for the Junction.

the train from Fredericton, minus a snow plow, was an hour behind time, and an expert having shown his hand on the window panes, the outside beauties were discarded for a lively discussion on learned subject, including the points of the compass. The welcome wound of the up-train whistle was soon followed by a lively shaking and vociferating of hand and voice as old friends met en passant through car no. 1, which was crammed and seemed to represent Fredericton largely. Clouds of the weed; an odor of peppermint and other mile stimulants had evidently *been thar*, and the jollity and humors of a lot of good fellows seemed to bid defiance to any intruder, Jack Frost included. Car No. 2 was also well filled, representing both Saint John and Fredericton. The Bench, the Bar, the Dominion and Provincial Parliaments, the military and civil service, etc., were all well represented, and the objective point might well occupy the thoughts of the gravest of them. An invasion of a foreign country under other circumstances would have presented a cortege of another character, but in this case old scenes, figures of fact and rhetoric, were being sharpened, and the tale of many a well fought field, politically, were furnished to do duty as circumstances of necessity might require. A locomotive in frost, 3 cars well filled, and a locomotive in rear--pushing along--completed the train. The wound of the whistle was cheerful, there being no coo's on the track, and we sped merrily on.

Hartland! Hartland!

"10 minutes for refreshments."

Tea and hot coffee were in demand at the station, while well filled baskets are passed freely round to the occupiers of seats. Again we move, passing Florenceville and Bath stations, we arrive at Muniac. This place had obtained some notoriety, from being a terminus of the road and depot of the Kincardinshire settlers. As we proceed northward the cold becomes intense; but the bridge appearing in sight a degree of anxiety is felt for the safety of its passage. An engine is sent over in advance--the other is slowed, and we proceed at a snail's pace--the first pier in the river is passed, bottom is still visible, as we pass over the second and third spans the deep water and floating ice rush rapidly 30 feet below us. Andover shore is gained, and praises are loudly uttered for the Bridge that had carried us safely over.

Tobique having added its quota to the already well filled cars, we speed on. Presently a loud and long continued whistle announces the "crossing of the line,"

further on cheering is heard, and a salvo of cannon and ringing of bells announce our arrival at the Fort.

As we alight in the "Garden of Maine," with the old Flag floating above us, and the leading men of Aroostook County vying in kind attentions for our comfortable transport to the town Hall, we ask ourselves can this be reality, but we have no time for philosophizing. In a few minutes we find ourselves in a comfortable Hall and disrobe to the time of music from an organ. Mr. Small, of Fort Fairfield, stepping on the platform, uttered pleasant words of welcome, and announced the gratifying intelligence--it was now 4:30 pm--that some refreshments had been prepared, and invited all to proceed to the lower flat, where found real live Yankee girls, baked beans, and pies that have been a nationality since the first Thanksgiving, and to which our party did ample justice.

Returning to the hall, the chairman called Alexander Gibson, Esquire, who stepped on the platform and said: "Mr. Chairman, in January last I told you that if you desired a branch of our line here, and would do something towards its erection, we would have it completed by the 1<sup>st</sup> of December. We have now opened the road to Fort Fairfield, and we hope that it will meet your expectations." Judge Fisher being then called, said that gorged with the good things prepared by the good people of the place, he doubted his ability to address them, but managed to speak until reminded that the "train would leave in a few minutes." The Provincial Secretary was next called but ran off on a siding, bringing the speaker, Mr. Wedderburn, to the front. His was the speech of the evening. To the old bouquet of rose, Thistle and Shamrock were added the Maple Leaf, and the silver lining of old speeches completed the effect. The Mayor of Bangor, who struck a Neil Dow attitude, and said pleasant things regarding the union of Maine and New Brunswick. Mr. Pike of Calais was hearty in his congratulations on the success of the enterprise, eulogized Mister Gibson who he claimed as born in "our valley, St. Croix," and that the better half of E. R. Burpee was Yankee. He had seen two invasions of Maine by the Bluenose friends, and was ready for a third.

The Mayor of Fredericton, who proved to be a little hoarse, referred to Judge Fisher's early advocacy of a railroad by the valley of the Saint John, and the advantage accruing to Fredericton from this connection.

the warmest interest seemed to be manifested by the Aroostook people, to whom this railway must certainly prove a great boon; and we trust that this dovetailing of the two nations at many points along the boundary line may prove too strong to be broken by any political faction. The people of Woodstock cannot fail to be interested in this matter. With a bridge over the river every new extension of the line creases the traffic, by which Woodstock must be more or less benefitted. We feel proud of the success of this enterprise, which is entirely provincial, and most heartily wish the company God speed.

Reporter

March 29, 1876

A Free or Toll Bridge?

As we stated last week, Fredericton is deeply interested in a [railway] bridge in connection with the building of the Central Railway, which great work will be commenced, we believe, when the snow is off the ground, and the probability is, the line will be running to Welford on the Intercolonial, by this time next year; that being the case, it is high time our City Council should take up this matter, and consider whether our City is to have a Free or Toll Bridge?

It will be the duty of the government we presume, if they are pressed by our Representatives, to make a grant towards building a Bridge here, as they have already given \$65,000 in purchasing the Saint John suspension bridge, also the sum of \$20,000 for a Bridge at Woodstock, and York County, especially Fredericton, is entitled to a grant by our Legislature of the sum of \$60,000 for a like purpose. This sum with an appropriation by our City, besides the \$100,000 stock which the County has agreed to give, with a few thousands of dollars by the Central and New Brunswick lines, would secure to our City forever, a Free Bridge. Shall we have it? That is the question. Now is the time to take the matter up before our Legislature is prorogued. The Act of 1871 is all our City Council needs to guide them in their

action.

Carleton Sentinel

April 15, 1876

Our friend of the Reporter takes a rather different view of the proposal to build a bridge at Fredericton to that which he expressed at a time when we felt compelled to urge the claims under the contract with the government, on the New Brunswick Railroad Company to build a bridge at Woodstock. The Reporter is now urging strongly upon the government to give \$60,000 towards a railway and passenger bridge at Fredericton. We certainly are not disposed to say a word against such an appropriation, if the Province is able to give the money, but are amused at the modest way in which the city deputation waiting on the government and the Reporter puts the matter.

[passage from Reporter here]

Carleton Sentinel

April 20, 1876

There were cut on Crown Lands last year woods of all kinds equivalent to about one hundred and ten million feet. This season the yield will probably be one hundred million feet.

The New Brunswick Railway Company (popularly known as the Rivière-du-Loup Company) last season had cut on their lands logs and lumber equivalent to thirty-six millions feet. This year there will not be more than twenty million feet taken off their lands, the greater portion of which is cut on their territory on the South West Miramichi, where their best timber land is situated.

Carleton Sentinel

Aug 22, 1876

For the Carleton Sentinel:

The Bridge

Perhaps the most difficult operation to be met with in the province of civil engineering is when the engineer is called upon to erect bridges under peculiar requirements across broad and rapid rivers; and I may safely say that no task demands greater skill and judgement both in the character of the bridge to be adopted or in its after construction.

Possibly the first individual who conceived the idea of Woodstock becoming a town saw in the dim future a bridge across the Saint John at this point. And no doubt when he broached the subject to his neighbours they called him visionary. Yet for the interests of the country the bridge should have preceded railroads or steamboats, the former of which was not then thought of on this continent. Even in later years many have given the 'cold shoulder' to this desirable object. In fact the extreme caution of several of our people, no matter how necessary the purpose, tends rather to prove that it cannot be done, than to aid in its accomplishment. The world never lacks men who, either through ignorance or interest, are ready to apply the brake to progress. All those who have been engaged in the scientific, mechanical and moral progression of the nineteenth century, and who will live in the memory of untold ages, have in their time been condemned as visionary and fanatic.

For the last 30 years a bridge across the Saint John river at Woodstock has agitated the public mind. In that time a generation has passed away, and though now a fact, we hardly seem to realize it.

The articles in advocacy of the bridge from the press would alone make a small volume. It always did good service in election times. We do not know how many members have owned their seats to the promise of supporting its claims. Woodstock being the Shire Town and the only market in the county, nearly one half the inhabitants, or all those living on the eastern side of the river, were taxed by their ferriage, loss of time, risks and inconvenience, thousands of collars over their more fortunate neighbors on the western bank. I have no doubt it was the desire of our representatives to remedy this, but the impression prevailed that to bridge the river at any other point than at the Grand Falls and Saint John (where nature had brought the banks near together) would involve an enormous expenditure.

banks near together) would involve an enormous expenditure.

The only tangible scheme for this purpose previous to the advent of the New Brunswick Railway Company was instituted by the late lamented Charles Connell, who in 1866 obtained an act of incorporation with a grant of \$30,000, conditional on a company being formed and operations commenced by 1870. Just previous to the expiration of the act a plan was obtained from a celebrated engineer in New York, and an offer to build provided additional aid and an extension of time were obtained. Application was made to the Municipal Council and Legislature, but failed, and the prospect for the next generation was not much improvement on the past. The Intercolonial Railway had gone by the North Shore, and the "Missing Link" advocating an extension of the Woodstock branch on the western side of the river had been set forth by Mr. Whitehead. Any one at that time predicting a railroad on the eastern side of the Saint John from Fredericton to Tobique, connecting by branches with Woodstock and Fort Fairfield, Maine, with two bridges, one at Tobique and another at Woodstock, would have been thought to have seen visions by night as well as by day.

To the enterprise and energy of the gentlemen of the New Brunswick RAILROAD Co. do we owe not only the railroad but the bridge, which now in April 1876 spans the river. This Company in its contract with the government agreed to build a railroad bridge at Woodstock, commencing work in 1874 and completing it in 1877; but no provision was made for a public highway. As the time drew near for active operations to commence, the Company proposed to the County, in consideration of aid, to build of sufficient capacity and connect the much desired roadway with the bridge. The object, through local causes, failed of a majority in the Council; and the last resort was an application to the Legislature (on whom it was a just claim) for \$25,000 which with \$65,000 for the purchase of the Saint John suspension bridge was granted at the session in March 1875, and the Woodstock bridge completed March 1876.

Work was commenced last July on the shore abutments, but only a few hands were employed until the month of December, when a large quantity of material having been collected and the ice forming a suitable platform, a large force were set to work reaching 200 men, and at time 50 teams. With the energy of the President, who visited the works each week through the winter, the skill of the engineer and his assistants, the work was pushed on as rapidly as good workmanship would allow, and completed on the 17<sup>th</sup> March. The weather was very favorable, there being but two days that the men did not work, and most remarkable, not a solitary accident occurred to an individual employed.

Tennyson says, "All things come to those who work and wait." The bridge has come to Woodstock and Northampton. The early historians of New Brunswick, Fisher, Gesner and Munroe, all point to Woodstock as a thriving town, from its being the centre of a large fertile agriculture district (embracing not only Carleton but a portion of York) and abundant resources for manufacturing, needing only to develop these better facilities of communication with outside world. One of these proposed was a highway to the Miramichi at Boiestown, and the improvement of the navigation of the Saint John to allow steamers to reach this point. If now with greatly increased knowledge of our resources railroads on the east and west side connected by a bridge at Woodstock, their predictions are not verified, we must be of that class who wait without work.

The bridge is one thousand feet in length; all the spans (except the draw, which is fifty feet, and the one on the western bank) are 165 feet. There are 8 piers, including the shore abutments; those in the bed of the river are 90 feet in length and 20 in width on the bottom; two sides and one end taper one inch to the foot; the end up stream is an angle of 45 degrees. The part below water when constructed was built of birch timber, with cross ties breaking joints in every tier, the whole bolted together and filled with field stone. Above water they are constructed of cedar, cased with birch, and filled with quarry stone to the top. The abutments are of cedar, filled the same.

The superstructure is what is known as the Howe Truss, which is in extensive use in the United States both for railroad and other bridges; the chords are of Savannah pitch pine, the side and lateral braces white pine; the width on the outside is 20 feet 8 inches and the height between the chords 18 feet; sleepers are laid on the

20 feet 6 inches, and the height between the chords 16 feet, sleepers are laid on the lower chords and planked for the highway, while the cars will run on the upper ones, 20 feet above. The draw will be so arranged with weights that a slight additional force will carry it up to the underside of the upper chords.

There was used on the whole construction over a million and half feet on lumber, some 150 tons of iron, and 24,000 tons of stone. We give these figures as only an approximation.

The construction of the bridge, together with the one at Tobique, being the first truss bridges over the Saint John, are highly creditable to the engineer, Mr. Nichol. Long may they remain as monuments of his ability.

Carleton Sentinel

June 3, 1876

People are beginning to look anxiously for a commencement of work on the branch road, to connect the New Brunswick and New Brunswick and Canada roads, through this town. It was supposed, at one time, that the whole matter was so arranged as that the connection would be made by the first of July, but we regret now to hear a rumor that, partly in consequence of the legal difficulty that arose in settling the right of way, Mister Gibson has abandoned all present intention of prosecuting the work, and has made arrangements to divert the freight traffic of the up-river and Aroostook districts from the route it has lately sought and bring it from Boston to Gibson by water. We give the rumor as we hear it, hoping there is nothing in it. The town of Woodstock is deeply interested in this matter, and might be able to do something to avoid the great loss incident to the change mentioned. If anything can be done, it should, to be effective, be attended to at once, and this suggestion is sufficient to bring the subject before our citizens and the authorities.

Carleton Sentinel

June 17, 1876

We regret that at the recent meeting of the New Brunswick Railway Company provision was not made for the completion of that short link necessary to bring the road to Northampton and that of the New Brunswick and Canada road at Woodstock in connection. We referred to this subject a short time ago, since which we learn that there exists a misunderstanding between the Company and the government, which is the cause of the delay in going on with the connection. The misunderstanding, is simply this: the Company claim the right, under the engagement between them and the government, of selecting the land--say 15,000 acres, provided for this piece of road as a subsidy, where they choose, while the government hold that the Company are to be limited as to the locality in which the selection is to be made. And neither party are disposed to yield the point. The Railway Company have, it seems, secured all the lands they think desirable which were available to them in Carleton county. Where the language of the agreement admits of a doubt, especially when so small a quantity of land is involved, we should think a compromise might be easily effected by which neither party would suffer much loss. While we have no desire to see the government relax toward the Company in anywise that would seriously injure the people, still we hope that under all the circumstances a too rigid interpretation will not be put upon the contract, for in the general interest it is, we think highly important that the bridge, toward the construction of which government contributed so largely, shall be used and the connection between the two roads.

Reporter

June 21, 1876

New Brunswick Railway

The company evinces considerable enterprise in the management of its affairs, and they have now completed arrangements with the International S. S. Company, and the Express Line of Steamers for forwarding goods from all parts of the United States to the upper Saint John and Aroostook. This will create a large amount of traffic over the New Brunswick road from Fredericton.

Reporter

July 26, 1876

Intercolonial opens to Rivière du Loup. Govt has refused subsidy to Central Railway.

Carleton Sentinel

Aug 5, 1876

The New Brunswick Railway Company intend, so we are told, extending their road in Grand Falls next year.

Carleton Sentinel

Sept 2, 1876

Communicated

Mr. Editor,

By remarks of X in your last, there seems to be a screw loose, between the railroad company and our government, concerning the Woodstock bridge. the way I look at agreements, the railroad has stole the march on the government; by agreeing to except the casualties of ice or freshets, which exonerate the Company from erecting a scientific, substantial structure to resist ice, etc. Our King and ruler is supposed to be invincible and has done some wonderful things. I agree with X it seems to be a fair open document, almost too open and fair for the public good, eh will find. I can't but say if the government has shown so much imbecility by giving \$25,000 on an agreement with such a clause, there can be no fault with a company nowadays to take advantage of it, as traces of honor are not to be found in our government, nor could it be expected of others. So if the government wants a bridge to resist ice and freshets, they must build it; and I fail to see what object the government has in view, to give \$25,000 towards a public bridge that would not resist the ice and freshets. In this upper county we re more interested and suffer more, than any county, to have a catch-penny bridge erected at Woodstock, as it cuts off Woodstock, St. Andrews and St. Stephen from us, and confines our trade to Fredericton and Saint John, which will close York and St. John's mouths, to the detriment of Charlotte, Victoria and Madawaska. Now our County is filled to overflowing with all sorts of farm produce, and we see no chance to get any price for it; hundreds of tons of hay will not be cut--not worth the making. And the railroad Company has got all our wilderness lands locked up. What is not granted to them they have a reserve of, under a pretense of giving us an outlet. So here we are in a fine fix--lands all gone, a catch-penny bridge at Woodstock, and no railroad.

Already the railroad Company has collected stumpage, and calculate to collect from the reserve. Now, what right has our government to give reserves of our lands, and lock them up against us, by any Company, until their agreement is carried out? the government will look after the back settler, and seize lumber, cut in order to keep soul and body together, if they do not happen to have a grant of these lands, and now the railroad Company has done the same in this county on settlers who supposed they owned the lands now claimed under the reserve (who keeps the reserve fund). it seems to be the general opinion here the railroad Company and the government goes shares, and see how much they can gull and swindle the province out of and are backed up by their lackey politicians, who are willing to pocket all affronts if well paid for it, and so much we pocket all impositions, and when we get a slap on our cheek turn the other also, so long as there is so much government wool floating and flying in the atmosphere to blind our eyes.

Yours, truly,

P. O. B.

Madawaska, Aug 25, 1876

Carleton Sentinel

Jan 20, 1877

There is now a fine station building at the Woodstock Junction of the New Brunswick Railroad. The building is large, neatly fitted up, and conveniently arranged for the purposes intended, namely, a ladies and gents waiting room, a telegraph office, and refreshment room. The house is kept by Mr. Colin Campbell, and the hungry traveller is ever sure of finding the wherewithal to satisfy his appetite, served up in a neat and inviting style.

Carleton Sentinel

Jan 20, 1877

The Fredericton Reporter is uneasy over the connection of the New Brunswick and New Brunswick and Canada Railroads at Woodstock, and says:

*it is what we have been fearing would take place and be the means of throwing Fredericton out in the cold in the way of through freight and the general trade of the upper country. We ask the merchants of Fredericton 'if they want to lose the whole trade of the upper country and have it go down by the way of St. Stephen. If they do not they must better themselves.'*

The *North Star*, in the same strain, thus comments:

*The inevitable results of commercial apathy in this fast age are now to be reaped by Fredericton, and she must witness the spectacle of a vast trade turned from her to enrich other cities and other peoples. In an article last year we suggested to the merchants of Fredericton the importance of taking immediate steps to secure the trade which naturally belonged to them, and urged that they should wisely use the golden opportunity presented, but time has gone by without any appearance of disposition to attract trade of secure a business of great and lasting importance, hence the tide of commerce is turned in other directions and other commercial centers will be built up, while Fredericton can do little else than mourn over her own supineness.*

We think our contemporaries do not look at this matter from a proper plane.

So far as the idea that the trade of Aroostook is likely to build up "other commercial cities" is concerned, it is scarcely worth debate, for from that through traffic no very important results could be expected to stay either in Fredericton or Woodstock.

But the law of trade is that it seeks the most direct and shortest route.

Heretofore, since the opening of the Narrow Gauge road the Aroostook freight has come and gone mostly via Bangor by the all rail route.

There are three channels for this trade, via Bangor, via Saint John, and via St. Andrews. A mere statement of distances will readily determine that it were the greatest folly to expect the trade spoken of to go via Fredericton. We take the Woodstock Junction, so called, as one point common to all the routes and McAdam's Junction as the point common to all the all rail routes. . . .

Carleton Sentinel

April 7, 1877

One of the most important events in the history of this town--or rather of the whole up-river district--transpired on Wednesday morning, when, for the first time, trains passed over the Railway Bridge across the Saint John river here. It was rumored that the "opening" was to take place at 7 o'clock, am, and many of our citizens left their beds at an earlier hour than usual in order to witness the inaugural ceremonies, but such we were doomed to disappointment, as it was found impossible to get ready to cross at so early an hour. About 10 o'clock, however, all things being in readiness--a large concourse of people in the meantime having assembled on either bank of the river,--a light locomotive, carrying the following gentlemen: T. Hoben, Superintendent; P. Logan, Locomotive Superintendent; H. W. Phillips, Conductor; E. Howard, Track Master, and a stoker left the Grafton Station and slowly but safely made the transit of the bridge and returned. Then a heavier locomotive was run over and back; and in the afternoon a locomotive hauling a flat car crossed and recrossed. Long and loud were the cheers which went up from the assembled multitude as the first locomotive made the trial trip, and on her coming to a stand still many a hand was extended to grasp the hands of those who composed the crew.

The bridge, to all appearance, was unaffected by the strain thus put upon it, and there is every reason to believe, as it is certainly to be hoped, that the structure will now prove to be permanently secure. We presume it will be but a few days before there will be a connection made with the New Brunswick and Canada Railway. We shall have more to say upon the above subject next week.

Editorial on prospects for Woodstock as great manufacturing town.

Carleton Sentinel

May 5, 1877

Next week it is anticipated that through connection will be made between the New Brunswick and New Brunswick and Canada railroads. All the arrangements for putting freight and passengers through without delay, at Woodstock, have been completed, and should no untoward event happen, on and after the seventh day they will be carried into effect. During this week the freight from the New Brunswick road has been taken by its trains direct to the New Brunswick and Canada depot here.

Carleton Sentinel

May 12, 1877

Twenty years ago Woodstock indulged in occasional dreams of having railroad connection at some time in the far future with the outside world. By and by the New Brunswick and Canada road reached Richmond Station and stopped there, and there it was to stop, so said the authorities, until under some fortunate provisions of providence or strong faithed capitalists it was pushed onward further toward the objective point, in the minds of its originators, at Rivière-du-Loup. One thing was certain, however, so the wise Engineers said, that no nearer approach could be made to Woodstock; that was physically impossible.

Then came Mr. James Hartley, who presumed to question the decision of the older and more positive engineers, and satisfied the Woodstock Railway Company that a practicable and favorable route could be found for a union of the town with the New Brunswick and Canada road. The Company named, or those gentlemen who inspired it, set Mr. Hartley to work and the result was our Woodstock branch. Meantime the route of the Intercolonial Railway battle was being fought on paper, and the terms of North, Central and Frontier became "familiar to our ears as household words," but the battle went against our favorite route, and the Intercolonial Railway was carried to the North Shore, thanks to Peter Mitchell. Well, Woodstock had intercourse with the sea, and with the west, by rail, and had made up its mind to be sublimely satisfied with being a termini. And now the people of the County learned by experience the lesson they refused to believe when it was propounded to them by argument--they learned that, instead of the road to Woodstock resulting in a monopoly by that Town of the advantages, it was the County--the people in nearly every outlying parish--the people who had grain, or butter, or eggs, or wool, or meat, or cattle and sheep to sell--that reaped the harvest of advantage. The road proved a stimulant to the trade in country produce, and the farmers have grown rich in consequence. Well, Woodstock and the County were roused from the state of being quite satisfied into a state of anxiety and expectancy, and friend Whitehead and the Missing Link came before our public. Then Mister Gibson's fame became a popular theme, and the Narrow Gauge road, which he and that energetic railroad creator E. R. Burpee, proposed building from Fredericton upward.

But why dwell upon "what was?" Why linger among the speculations and theories which form links in the chain of the railroad history of this part of the province?

The men who were the railroad pioneers in this province--the men who invested their means, their faith and enterprise in the St. Andrews road, died many a year ago, the work they so ardently advocated only begun. The men who demonstrated the feasibility of bringing the track into Woodstock by its construction also too died young--died when there was so much for him to do--so much that few could do so well; the Intercolonial Railway is running and promises by its success to satisfy its advocates and disappoint those who predicted failure. The missing link has been found and put in place; the connection has been completed; through a considerable portion of Victoria; through the extent of Carleton; over the river twice; through Woodstock the iron artery now runs, carrying the productions of the fertile Aroostook, and of the equally fertile intermediate fields to the East or West or South, wherever the demands of trade invite those productions.

Not yet complete; still north that artery is being stretched, and not far away is the time, doubtless, when we shall have an Intercolonial connection at Rivière-du-Loup. But never mind that now. Let us today be satisfied with what today gives us, and join hands with Gibson, Burpee, Osburn and others, all and singular, who have contributed to make the railroad connection now completed at Woodstock.

Carleton Sentinel

May 19, 1877

the trains on the New Brunswick and New Brunswick and Canada roads are running very nearly on their time tables and making close connection here morning and evening. The facilities for travelling in this province are now about as ample as can be desired. One may take breakfast in Caribou, Fort Fairfield, Andover or Woodstock, take dinner in Fredericton, have two or three hours to transact business there and return home to either of the places named the same evening; or having dined in Fredericton, he may take tea in Saint John and breakfast next morning in Halifax. Or following the same train of thought, we may breakfast one morning in Caribou and the next in Boston.

Carleton Sentinel

June 21, 1877

The preliminaries are being arranged in view of the narrowing up to the 4 feet 8 ½ inch gauge of the New Brunswick and Canada, European and North American, and Western Extension railways. It is expected that, early in September, the work will be done, to be accomplished, we suppose, in one day--and that will be a busy day along the several lines. This work is an important one, as after it is accomplished it will be no longer necessary for goods, shipped west of Bangor, to break bulk, but come right through to the ports in this province, in the cars in which they are originally shipped.

Carleton Sentinel

August 4, 1877

Work on the New Brunswick railway is being pushed forward vigorously above Andover. We understand that the line is under contract from Grand to Little Falls, and the intention of the proprietors is that, some time during the fall of 1878, the road will be opened for traffic as far as the last named point. Of course there is little doubt we believe, that the road to Grand Falls, or to the depot at West's, two miles above the falls, will be opening this coming autumn. It is at the point named, West's, that it is proposed to carry the road across the Saint John. The energy and enterprise displayed by Mister Gibson and his coadjutors in this matter must be regarded with great satisfaction by the various communities immediately interested, as well as by the province generally on account of the amount of trade that must be affected thereby.

NB Reporter and Fredericton Advertiser

April 24, 1878

Alexander Gibson

Immediately opposite Fredericton the St. John River received the waters of a small tributary—the Nashwaak. Following up the course of this stream about three miles, the traveler comes to the picturesque village of Marysville. Nothing remarkable in that, you say, but have patience. That village has a history, and that history centers around the person of the one man whose name appears at the head of this sketch, and from whom the village is named. Not many years ago, there lived in the vicinity of St. Stephen in this Province, a man “to fortune and to fame unknown,” who was content to earn his bread by the sweat of his brow.” An energetic, hard working man with nought to cheer him on the way, but the poor man's blessing—a large family. He laboured on, and as his own toil, accumulated for himself a little capital; he invested it in the lumber business. These small beginnings led to greater ventures, and after a time he purchased a saw mill on the Nashwaak, and removed thither. Since that time fortune has smiled upon him so kindly that, now beside owning an immense mill property on the Nashwaak, and the village which bears his name, Alexander Gibson, the quondam day labourer, has a controlling interest in the man lumber trade of our Province, is the largest shareholder in the River du Loup Railroad, and owns large tracts of wild land as well as property in other securities. He is probably the wealthiest man in the Province, and many be fitly termed the Prince of New Brunswick lumberers.

The village of Marysville is situated on both sides of the Nashwaak, but the two divisions differ widely in appearance, though it is difficult for the observer to

determine which affords the more pleasing scene. On the left bank, and occupying a low flat close to the stream, are the dwellings of the mill employees with the village store rising in their midst. The dwelling, numbering about thirty, are all alike in plan and colors, and each is arranged for the occupation of two families. That part of the village on the right bank presents a more imposing appearance. It comprises the splendid residence of Mr. Gibson himself, those of two of his sons, and of the head officers in his extensive business, the parsonage, and last but by no means least, "Gibson's Church," as it is popularly known. The residences would all do credit to any locality, but the church deserves more than a passing notice; it is octagonal in form, surmounted by a lofty steeple, and painted a plain white, the ornamental work on the exterior is very tastefully executed and produces a fine effect, within the building the same taste is displayed; the furnishing are expensive and comprise one of the finest organs in the Province. The congregation is ministered to, and the parsonage occupied by, one of the Methodist denomination; but we understand that no one but Mr. Gibson has any claim on either church or parsonage. That gentleman may generally be seen at service seated in the family pew. He cordially welcomes strangers, not infrequently conducting them to seats himself. *In appearance and habits Mr. Gibson is quiet and unostentatious, but his face is marked by the energy and determination which have characterized his life.* professing no particular religious belief, Mr. Gibson is celebrated for his magnificent donations to all religious and charitable institutions which come under his notice. Though universally esteemed and respected by all who have had the pleasure of his acquaintance, his retiring habits have prevented his fame from reaching far beyond his own business circles. But certainly the record of his life is the most remarkable instance of a successful financial career in the annals of our Province and perhaps of the Dominion.

reporter

Oct 23, 1878

#### Railroad Extension

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

The traffic on this road is steadily increasing, immense freights being carried from Aroostook County to Woodstock and Gibson, at which places connection is made with the leading American markets. In addition to the large quantities of small lumber, bark, sleepers, etc., daily carried over the road, the Superintendent has had to provide accommodation for the transit of hundreds of car loads of potatoes the present season from Fort Fairfield and Caribou, all of which, are forwarded to Boston via Woodstock. Our Neighbours in Maine naturally feel annoyed when they realize the fact that their country is penetrated by a foreign company, and that consequently much of the profits from the carrying traffic is thus lost. Ever and anon a desperate effort is made to intercept the trade of the prosperous and thriving towns in Eastern Maine, and by the consolidated efforts of several American railroad Companies it is expected a road will eventually connect the Aroostook direct with Bangor. From the following, which we take from a Portland paper, it will be seen that they realize their present disadvantages:

"There has been so much talk about a railroad to Aroostook county direct from Bangor that people have got to sneer at the idea, but now the prospect is that the thing will be put through. The directors of the Maine Central are now surveying a proposed route. They will start from Presque Isle in teams and drive through to Mattawamkeag, taking several practical engineers with them. It is proposed to run about fifteen miles west of Houlton. This road can be built at a very slight expense, as the route is an easy one. It will be built by the Boston and Maine, eastern and Maine Central roads, and they are the ones most interested in its construction. As it is now, the produce of Aroostook county is carried over the New Brunswick and Canada road into New

Aroostook county is carried over the new Brunswick and Canada road into New Brunswick, and if shipped to Boston at all, it goes in vessels, and the Maine road thus loses a large business which they can control if the road proposed is built.”

Reporter

July 21, 1880

The New Brunswick Railway

Pursuant to rumors that have been current for some time past this road is now about changing hands, and the transfers are being made to the new proprietors. The change to be effected will, when the road is built to Rivière du Loup and connection made with the Grand Trunk, bringing Andover nearer to Chicago than New York is to Chicago. The gauge to be adopted, we understand, will be 4 ft. 6 in. We have not heard, but presume that the Company intend to extend the road at the other end also, taking advantage of what is called the “Central Railway” Act. It would scarcely be complete without this extension.

A special train conveyed the members of the new Company over the road yesterday afternoon, and the auspicious weather with which they were favored doubtless made the trip a very pleasant one. The party was composed of the following gentlemen: Lord Elphinstone, London; D. A. Smith, Montreal[Donald Smith]; T. W. Ritchie, Montreal; H. O. Northcote, New York; G. Farrer, London, England; H. Farrer, ditto; D. E. McFee, Sherbrooke; George Stephen, Montreal; and Isaac Burpee, St. John. Alex. Gibson, entertained the party, with a number of friends, in royal style, at his Marysville residence.

(N.B. George Stephen here)

reporter

July 28, 1880

The members of the new N. B. R. Company expressed themselves delighted with their trip over the road last week, and after going to Edmundston, taking in Caribou, on their way up, they returned in the best of spirits and immediately left for Saint John. Here the party separated, several of them taking the Intercolonial en route to Metapedia for a few days of Salmon fishing. The pleasure of their visit to the Province was doubtless enhanced by attention shown them by Messrs. Alex. Gibson and E. R. Burpee, and also by Hon. Isaac Burpee of Saint John.

Reporter

Sept 22, 1880

CPR formally contracted to be built.

N. B. Railway

It is said that the final transfer of the New Brunswick Railroad to the new company will be effected on the 31st proximo, and that Mr. Gibson and Mr. Burpee will remain in connection with the enterprise. The full amount to be paid for the road is reported to be in the Bank of B. N. A., at Saint John awaiting transfer. The amount to be paid is in the neighborhood of \$2,000,000 less four percent.

Reporter

Oct 13, 1880

The Pacific Railway Syndicate

It will be interesting to our readers to know the composition of the syndicate who have taken upon themselves the burden of completing the Pacific Railway. Several of the parties interested in this great undertaking are said to be connected with the company who have recently bought the New Brunswick road, and in that case what concerns the Pacific Railway also concern the New Brunswick road. If it be true that the two roads are likely to be connected, it is impossible just at once to realize the effect on the future of this portion of the Dominion. The New Brunswick road traverses a part of the Province that should prove remunerative as a great highway of travel or traffic, a portion of country too, well adapted for settlement, while its directness also is another great advantage. All that is required to give it a good local traffic is more effort at settlement along the line of railway, and this will no doubt be a result of the interest with which the undertaking will be invested by this syndicate

result of the interest with which the undertaking will be invested by this syndicate representing different nationalities. . . .

Reporter

Oct 20, 1880

### The Railroad Transfer

We noticed in our last issue the transfer of the New Brunswick Railway to a new company. This is a subject which requires more than the passing notice we gave it, as we think the change will have an important influence upon the Province, and especially the great valley of the Saint John. A new President has been elected, and also a new manager, and Mr. Gibson has gone out altogether. In his ceasing to have connection with the road it should not be forgotten that to him we are mainly indebted for the construction of this great work, which is destined in the future to have so important a bearing upon all our interests. But for his wealth, his readiness to supply money when needed, his energy, and determination to accomplish it the road would not have been built, and we well remember when the last link to connect Edmundston with Grand Falls was put under contract what opposition was encountered and with what firmness he determined it should be met to make good his promises. Hon. Isaac Burpee, who is mentioned as the future Manager is a person well qualified to discharge such a duty and the company and the country will have in him a respectable and worthy man. The turning of so much dead stock into cash must be of service to the energetic business men who were associated with Mr. Gibson in the construction of the work, and to whom the country is largely indebted. It must have been a great sacrifice for them to be obliged to work it, and a heavy load to have invested so much in dead stock; while it must now be a great relief to have it all turned into cash available for the purposes of their ordinary business.

The construction of the road has made the future continuation of the railway from the St. Lawrence to the Bay of Fundy a fixed fact. Some 70 miles will connect the road with the Intercolonial and on the St. Lawrence, and with a bridge across the St. John at or near Fredericton, which must assuredly be built, Saint John will become the winter port of Canada. It is the shortest direct line all the year round, and when the gauge is widened, which will soon follow, thus filling up the missing link, the city of Saint John will be open to the trade of the West. The road opens three ports, St. Stephen, St. Andrews, and Saint John. St. Stephen is the shortest route but is closed during the winter months. Saint John and St. Andrews all the year round would enjoy this advantage and will have new facilities for business; the former being the most populous and enterprising will reap the greatest benefits. This all gives us great hopes of a vast trade through this country in the future, and of great material progress, a hope which is shared in by many of our leading public men. It is the shortest road through British territory from the West to the ocean, through which will flow an increasing volume of traffic for all time. The inhabitants of Saint John will by it have the shortest direct road through which to draw down the productions of the interior, of Quebec, Ontario and the North West. There are some who think the trade of the upper country will be drawn to Montreal, but we do not think they will get much of this that they do not already obtain; but if they do, that it will be compensated in time by the new sources of trade this fresh artery will open to the enterprise of all the inhabitants in the lower parts of the Province, and especially in the towns in the Bay of Fundy. This will then be the real Intercolonial built on the route the Government should have originally adopted. The transfer of the road at the at this time and to the present owners is one of the most important that could have occurred, and is fraught with untold benefits to all our interests in the valley of the Saint John and the Bay of Fundy. Saint John will by it assume its proper position as the great winter port of Canada. Sir Hugh Allen or any other great ship owner, cannot overrule the laws of nature; this is her destiny. We believe her merchants and people in general by their enterprise and energy will prove that they are equal to the occasion.

