

The St. Andrews and Quebec Railroad

IT IS DIFFICULT to underestimate the importance of the railway business to St. Andrews. As far as prestige goes, and perhaps as an index of just how well-heeled St. Andrews was in its early days, St. Andrews has the honor of having been perhaps the first town in the Province to project a railway. The project was mooted in 1835 and came to be called the St. Andrews and Quebec Railway, as its ambitious goal was to reach Quebec, icebound in the winter, and become that city's terminus on the Atlantic. This would have been a tremendous economic boon to the Town had it come about, but funding problems and a border dispute with Maine effectively put it out of the running with its chief competitor, Portland, though the line, which began construction in 1848, eventually made it as far as Woodstock by 1862 and became an important conduit for freight and later tourists to the town. After the St. Andrews and Quebec Railway came the Canadian Pacific Railway. In 1888 the great Company finally completed the last link of its Short Line across Maine, connecting Montreal with McAdam, New Brunswick, and thereby with the old St. Andrews and Quebec Railway, now called simply the New Brunswick Railway. In quick succession, the C. P. R. added a good part of the New Brunswick railway system to its holdings and, especially through the Short Line, St. Andrews became a vacation spot of preference for executives of the C. P. R. such as Sir William Van Horne and Sir Thomas Shaughnessy. The prospect of the completion of the Short Line was also important to the plans of the St. Andrews Land Company, a consortium of American businessmen mainly out of Boston who hoped to make the Town a watering place for Americans fed up with the crowded resorts of New England. Actually, the original idea for a land company depended almost entirely on the railway, as the influx of tourists from New England and Montreal was to increase revenues to, and allow much needed upgrading of, the local railway system.

William Buck, chief engineer on the first railway, later published a long and detailed history of the project which was reproduced in the *St. Andrews Standard* in 1868. But while Buck's narrative is interesting from a technical and financial point of view, showing the chief businesspeople of St. Andrews busily at work, petitioning governments here and abroad, incorporating companies, arranging for surveys, establishing classes of shareholders, projecting costs and revenues, and battling with contractors, it conveys little of the excitement, both positive and negative, experienced at, one might say, track level – that which was reported in the local newspapers. The following excerpts attempt to convey some of that emotion. Instead of financial arrangements with the Earl Fitzwilliam, Irish landholder, to export tenants to work the railway in exchange for a seat on the English board of Class A shareholders, we have the actual arrival of the navies themselves, poor and needy victims of the Irish famine, shackled up at Katy's Cove in the dead of winter, awaiting employment; we have the arrival of locomotives, the construction of a real, live railway station and its extension to the Market Wharf; the great sod turning at Bartlett's Mills in 1852; a day-long regatta in 1862 when the railway reaches Woodstock; railway excursions up the line, and the hope that the railway would fulfill the promise of 1835 and renew something of the glory of the town's early days, when with the timber business, ship building and the West Indies trade, it was a booming and busy place.

Alas, it was not to be. After Buck's narrative came a very distinct down period. By the 1870s the railway had fallen on hard times. Trackage was deteriorating, there was an attempt by St. Stephen bondholders to divert traffic away from the St. Andrews branch, and an outright cancellation of railway service for six weeks which prompted the town to threaten legal action, the outcome of which was to force the railway to pony up the money to complete the Argyll Hotel at Indian Point, St. Andrews' first purely summer hotel. Hopes were ratcheted up again in 1888 with the arrival of the St. Andrews Land Company, which hoped to boom the town for tourism with first-class amenities and a revived railroad; still higher in 1889, with the completion of the C. P. R.'s long-anticipated short line from Montreal to McAdam Junction, effectively connecting St. Andrews

with the granaries of the Canadian West; and further still with the decision of William Van Horne, president of the C. P. R., to build a summer home here. For a time there was the delusory hope that with his railway influence, Van Horne would build the wharfage which would make St. Andrews the C. P. R.'s winter port on the Atlantic. The editor of the *St. Andrews Beacon* and our local representatives in government petitioned hard on this subject but the C. P. R. made it plain that it could not build wharfage and warehouses without long-term commitment from steamship companies, and that was not forthcoming. Eventually, Saint John and Halifax, not St. Andrews, were the chosen Canadian ports for the C. P. R.'s eastern ocean outlets. Under C. P. R. ownership, the local railway had to content itself with what might be called part-time income – shipments of phosphates, coal and produce up and down the line, and the summer business of tourism.

All of this excitement and agitation was recorded faithfully in the local newspapers, and a few snippets of this important and dramatic story are reproduced below. ~

Standard

June 7, 1848

A large number of immigrants who came out in the *Star*, have been discharged from Quarantine Island, and are now in town, where they have been provided with lodgings. We understand that houses are in course of erection for them, near the line of the Railroad, which are to be completed by Monday next, when, we are informed, the labourers will commence working on the road.

Standard

June 21, 1848

We have much pleasure in stating that the labourers on the Railway are making satisfactory progress with the work. Little more than a week has elapsed since they commenced, and a good road has been already made some distance from the Bar Road toward the Point at Katy's Cove. It is also gratifying to hear those sons of the Emerald Isle expressing themselves satisfied with the treatment and speaking in warm terms of commendation of the Directors of the Railroad

Company. While viewing the work the other day, we were forcibly struck with the regularity with which each department was carried on, and the willingness with which the men worked. Even the youths from 14 years upwards seemed to vie with each other in the endeavour to give satisfaction, and it is a pleasing sight to witness the perfect harmony which pervades the whole. Could the wealthy Irish landlords see the labourers sent out by Earl Fitzwilliam at work on the Railroad and hear, as we have, their expressions of contentment, we feel confident they would not hesitate in following the noble example of the Earl.

Standard

June 9, 1852

Railroad Festival!

Turning of the "First Sod" under the Contract for the First Section of the St. Andrews and Quebec Railroad

Friday last, the 4th June, will be a day long to be remembered by the inhabitants of St. Andrews and the County of Charlotte generally. The sun shone out in regal splendour, and at an early hour the busy hum of people, dressed in holiday attire, passed along our streets, and the rattling of carriages and other vehicles sounded the note of preparation and gave evidence of a general turnout to do honor to the day. At 9 o'clock, according to previous instructions, the carriages, wagons, etc. with the Directors, shareholders and guests, drew up into line at the Courthouse Square, and at half-past 9 the immense procession advanced, headed by the carriages of the Directors, in the leading one of which was displayed the Royal Standard, and passed through Frederick, Water, Elizabeth, Queen, and Harriet Streets to the St. John road, thence via Chamcook to the Frye Road, and after a pleasant drive through the woods the procession arrived at Bartlett's farm, ten miles from St. Andrews, the place selected for turning the sod. The ground was tastefully decorated with flags, and a large number of people from St. Stephen and the neighboring State of Maine assembled to witness the interesting ceremony. At 12 o'clock precisely, Col. Murray, the Administrator of the Government of the Province, accompanied by Mrs. Murray, arrived upon the ground in his carriage, and was received by the Directors and officers of the

Company under a salute of 13 guns. His Honor and Mrs. Murray were then escorted to the spot selected for turning the first sod, when the Rev. Dr. Alley offered up a most appropriate prayer for the success of the great undertaking.

The Contractor, Mr. Brookfield, was then formally introduced to Col. and Mrs. Murray, and had the honor of presenting to Mrs. Murray the spade and barrow to inaugurate the work. Mrs. Murray then gracefully raised the first sod, deposited it in the barrow, and tipped it at the end of the plank prepared for that purpose, as emblematical of the commencement of the stupendous work. A salute of 19 guns was then fired in honor of the occasion. In the absence of the President, who was unavoidably prevented from attending, the Hon. Col. Hatch proceeded on behalf of the Company to cut and turn a sod, and was followed by Alex. Light, Esquire, the Engineer, and John Brookfield, Esq., the contractor, in the same operation, typical of the agency by which the work will be carried to completion. At the conclusion of this part of the ceremony, Col. Hatch addressed the Meeting with the following remarks:

He said, that in turning the sod, he was of opinion that the many and trying difficulties which the Company had met with during the incipient stages of the work were about to pass away, and all things now would go on smoothly until its full completion. That though only two out of six persons, the original promoters of the design, were living, four of them having gone to that bourne "from whence no traveller returns," yet he hoped and trusted that the remainder might be spared to realize the advantages that must necessarily accrue from the connection of the great Atlantic by Railroad with the great Saint Lawrence and those inland seas stretching to the far West. It was a noble and magnificent scheme to bring the products around the shores of this great sea to a point being the nearest on the waters of the inner Passamaquoddy at St. Andrews to Quebec, and to exchange them with those brought from so populous and fertile a country as Canada. (Cheers) It would turn the howling wilderness into the abode of civilization, and no person present could count upon the numerous advantages accruing to humanity from the undertaking. (Great cheering) At the time in which this project was commenced, in the infancy of ailroads, the conception of the idea

was of no ordinary kind, but its completion would far outrun all present calculation in the good to proceed from it - in the immense trade - in linking the hearts of the inhabitants of the Lower and Upper Provinces together - producing internal strength, union, and respect abroad, and above all to ensure in them the continuance of the blessing of the British constitution, on which secured all civil and religious liberty. (Cheers) He tendered his thanks in the name of the Directors of the Company to His Honor the Administrator of the Province for his presence here this day, and also to his Lady for the very interesting part her ladyship had taken in the ceremony. These kind acts will long remain in the hearts of the people of St. Andrews. He asked, on all sides, unanimity in future proceedings, and by a strong pull, by a long pull (at which he should expect Mr. Brookfield, one of the Contractors now present, would take the lead), and by a pull altogether, in which the ladies would be no mean auxiliaries, this great, this patriotic work would be successfully carried out and amply realized, and though some of us present may not be permitted to see its entire completion, yet they would leave it as a legacy to their children and future generations, showing the indomitable perseverance and unwearied zeal of a few persons, under circumstances the most discouraging, in the certain prospect of a railroad from this the nearest point to Quebec, teaching them, that in a good cause, with integrity of purpose, they should never despair. (The Hon. Gentleman concluded amidst tremendous cheering.)

After Col. Hatch had concluded his remarks his Honor the administrator of the Government expressed the great pleasure which it afforded him to be present, and to have assisted at so interesting a ceremony. He entirely coincided with the observations which had fallen from Col. Hatch as to the important effect which the opening of Railways throughout the Province would create; and he stated that he experienced much gratification in noticing a singular coincidence, that his and Mrs. Murray's visit to St. Andrews should have so opportunely occurred at this time, for it was surely worthy of remark, and might be considered a favorable omen, that Mrs. Murry is niece to Earl Fitzwilliam, the chairman of the Company in England, and who, he (Col. Murray), knew, took the liveliest interest in the progress of the undertaking and the general welfare of the Province. (Cheers)

Before retiring to the Bower which was most tastefully prepared for the occasion, Mr. Light and Mr. Brookfield both addressed the assemblage. We regret our space will not allow us to publish their speeches in full, but we cannot refrain from stating, that Mr. Light observed that he had carefully examined and made surveys through the whole extent of the Line, and had no hesitation in saying, there existed no difficulties of any importance, that the grades and curves were all particularly favorable, and that the general facilities for construction were all that could be desired.

Success to the Undertaking was then drank in champagne, amidst deafening cheers. The health of her Majesty was drank, and "God Save the Queen" was sung with a depth of tone and feeling which was perfectly electrifying.

A general move was then made towards the Bower, where a cold collation had been prepared, and which had been got up with great taste and elegance.

After ample justice had been done to the viands, so hospitably provided, Col. Hatch rose to propose the health of his Honor and Mrs. Murray, and in doing so remarked:

That he was glad to see that day - it was one of great joy to him, and he was happy he had lived to see it - that 17 years had elapsed since he and some of his friends, now no more, had first conceived the idea of projecting a railway from St. Andrews to Quebec, and after years of unceasing perseverance amidst varying scenes of adversity and prosperous fortune, his fondest expectations were about to be realized. (Cheers) He had no fears now, as far as human foresight could penetrate; there was no occasion for dark foreboding; all was cheering in the highest degree. (Great applause) He had revolved the subjects over and over in his mind, and the benefit to be derived by the province was incalculable; they, the people of St. Andrews, had set an example of energy and enterprise which he hoped would be imitated. The immense resources of the County were at present locked up for want of access to them - the wood of the country, if he might be allowed the expression, had receded into the interior, and we must bring ourselves in close proximity with it or our people must move away to foreign lands. A railroad would place us side by side again with the Pine and Spruce groves, the wealth of the land.

Our limits will not allow us to follow Col. Hatch through his observations; he closed his speech amidst great cheering.

Col. Murray responded in a neat and apposite speech, stating that it gave him very great pleasure to be present on this interesting occasion - that the undertaking was a magnificent one, and fraught with great benefit to this County, and indeed to the province at large; and that its projectors and promoters were justly entitled to the thanks of the people. He eloquently expressed his acknowledgements for the compliment paid him and Mrs. Murray by Col. Hatch in proposing their health, and concluded by giving the health of the gallant Colonel in return, and for which he briefly returned thanks.

John Brookfield, Esq., in an exceedingly happy speech, proposed the health of Earl Fitzwilliam, prefacing his remarks with a well-merited eulogium on that nobleman's virtues, and alluded to the deep interest he had taken in the railroad - a work which he (Mr. Brookfield) and his partner were resolved to complete to Woodstock. But, he observed, he did not suppose it would stop there; it would in due time be carried through to Quebec. The toast was then drank, and followed by a round of applause that made the welkin ring.

J. W. Chandler, Esq., then rose, and after reviewing the rise and progress of the Company, observed that his friend Col. Hatch was one of the pioneers of this gigantic enterprise, and to whose perseverance the greatest credit was due; there had been others who had afforded able assistance in the infancy of the concern, some of whom were no longer among us, but who would have rejoiced to have seen this day. He dwelt at length upon the practical effects of the undertaking, and said that this work would lay open a fertile inland country capable of maintaining three hundred thousand inhabitants, through the midst of which the road would pass, giving them immediate access to the sea; that it would also open immense virgin forests covered with ship timber, which would thereby be brought into profitable use; that the water power waiting for employment in this county is, practically speaking, unlimited; and that, while the railroad would materially aid in the development of their valuable resources, the owners of the work may confidently look for perpetually increasing dividends. He concluded by offering as a toast, the health of Mr. Thompson, the Manager of the Company, to whom he thought the

happy consummation of all their ardent hopes, and which they were then assembled to celebrate, must in a great measure be attributed, and with it he would couple the health of Mrs. Thompson. (Cheers)

Mr. Thompson replied in his usual happy manner, observing that as far as his humble abilities permitted, he would still exert himself in pushing forward the work - and thus if any credit were due to him, he felt more than repaid for any exertion on his own part, by so happy an issue to all the delays and obstacles which had so long attended the prosecution of the work, and which he now considered would go forward without any impediment, and that he sincerely appreciated the honor which was done him and Ms. Thompson in proposing and drinking their healths in the very handsome and enthusiastic manner they had done, and thanked them most cordially.

Several other speeches were then delivered, and the company reformed in line, and a salute of 13 guns was again fired on the departure of His Honor.

Great credit is due to Julius Thompson, Esq., for the admirable manner in which the arrangements were carried out; his active mind and body were constantly in requisition. The people of St. Andrews will remember with feelings of pleasure the 4th June 1852, and we heartily join in wishing abundant success to the Railroad.

The foregoing is but an imperfect sketch of the celebration and speeches, for which we crave the indulgence of our readers.

Standard

April 27, 1853

Arrival of Laborers

On Wednesday evening last, upwards of 100 navies arrived here, via Boston, from England; and, after being well provided for, were sent up the line in Messrs. Sykes and Co.'s wagons to work on the St. Andrews and Quebec Railway. In the course of a few days another large lot of emigrants are expected, having been sent out by Messrs. Sykes and Co., who are determined to push the work forward with all possible speed.

*Standard***Oct. 7, 1857****New Brunswick and Canada Railway****Opening Excursion to the Barber Dam**

[Barber Dam was a small milling community on the Digdeguash River between Lawrence Station and McAdam Junction. It became a flag station on the railway, which in this year was renamed the New Brunswick and Canada Railway.]

The morning of the first day of October was happily ushered in with the full brilliancy of glorious sunshine and a cloudless sky, and could not fail to impart to all those who most desired it the assurance of a fine day, which with the exception of a passing shower at noon was fully verified.

At an early hour in the morning, comparatively early with the hour appointed for the starting of the excursion train from St. Andrews, the town was all astir, the streets became, we must admit, with pleasure, unusually thronged with people eager for the enjoyment of such an auspicious occasion and an eventful one to many, if not to all. The great mass of people increased as the time drew nigh for the departure of the train. The scene at the Railway Station was such as was never before witnessed in the town of St. Andrews, and this we can say with truth, the grounds in connection with the station, which have been so tastefully dissected in approach roads and walks, and were the theme of passing commendation, were besieged with hundreds of people anxiously awaiting the opening of the Station doors through which admittance was given to the Platform, and thence into the cars. At last the long wished for moment arrived - the doors were opened with a hearty welcome to one and all - tickets were presented, and the platform became peopled. Upon a signal having been given by the Manager of the company, the train came puffing forth from the depot yard that was to carry the happy multitude through a portion of the forests of New Brunswick and nearly forty miles in the direction of Woodstock, a place to many unknown. The train consisted of the new engines lately imported from the Portland Locomotive Works, and bore the appropriate names of the "Earl Fitzwilliam" and the "Manners-Sutton"; they were handsomely decorated with flowers, and this with the tiny hands of some of our "fair ones," whom as a matter of course, we shall not here mention,

the signal was given, and the train started with its living freight of upwards of 600 people amidst tumultuous cheers for its destination, the temporary terminus at the Barber Dam.

Every precaution had been taken for the promotion of due order, Special Constables having been sworn in to preserve the peace; each one was stationed at his post with a blade and baton of office, with a like number stationed in the environs of the opposite terminus, and we are happy to state, that no obtrusions took place throughout the day to mar the harmony of the whole proceedings. "Along the line the signal ran," for on every mile of the line was stationed a "signalman" with the usual insignia of "all clear," and after an excellent run of twenty miles, the train drew up as we learned for the purpose of "feeding the engine," or in other words to get a fresh supply of water; this having been done, away again they went with refreshed vigor, until the train arrived at the new Fredericton Road Station, when a halt was made for the purpose of taking in the Hon. the Provincial Secretary and the Hon. the Surveyor General, who had arrived from Fredericton to join in the festivities of the day; another start was made, and then a final stoppage at the Barber Dam station.

At this point the scene was indeed rural and picturesque; a large plot of ground had been levelled in front of the station to serve the double purpose of a Y turnout for the Engines to face again down the line, the space between each set of rails being occupied with an evergreen enclosure, and decorated in a most appropriate manner of the occasion, within which was laid a table to accommodate 400 people, and under the proprietorship of Mr. E. Pheasant. This formed a most remarkably pleasing feature, hemmed in as it was by the vast woods on either side of the line, though we doubt not that the scene within at dinner time was still more remarkably pleasing. The Officer of the Company had also provided a luncheon for their relatives and friends, the tables being laid for about 70 guests; the Hon. Capt. Robinson presided; here good digestion waited upon appetite, and health on both. After a full discussion of the various viands and choice fruits so amply provided, the Chairman rose and proposed -

"The Queen, with 3 times 3!"

"The health of His Excellency the Lieutenant Governor, of the Provinces!" which was responded to by the Honorable the Provincial Secretary, who assured the company that he was well aware of the intense interest which his Excellency took in the proceedings of the day, and his regret at his not being able to participate in them. The chairman next proposed, "Mrs. Manners-Sutton, and the fair Daughters of New Brunswick!" Dr. Arnold of St. John returned thanks on behalf of the ladies in a very happy strain. The chairman then gave "The Guests who have honored us this day with the presence, particularly the two Members of the executive Council!"

The Honorable the Surveyor General, as one of the eldest guests, and one who had been named by the Hon. Chairman, had great pleasure in rising to return thanks. He landed in St. Andrews in 1810; it was then a flourishing town, and a place of very considerable trade. On the day when the news of the declaration arrived in 1812, there were 35 square rigged vessels in the harbor. The loss of the West India trade of which for a time it had a kind of monopoly, and the local advantages of St. Stephen, Digdeguash, and Magaguadavic gradually reduced the commerce of St. Andrews to a very low ebb, and in casting about them for a remedy, the principal inhabitants proposed the bold scheme of uniting the Town to the valley of the St. Lawrence by a Railway. No sooner said than done - a subscription was got up, and an exploratory line run through the wilderness. Sir Archibald Campbell, then Governor of the Province, ordered 10,000 pounds from the casual revenue to pay for a survey which was afterwards made. Unfortunately for the undertaking, the negotiation on the Boundary question put a stop to the proceedings, and ultimately threw a large part of the line as surveyed into the State of Maine. Hindered but not discouraged, the parties with unexampled perseverance urged their scheme upon the Legislature with such effect, that they at length obtained a promise of all the ungranted land for five miles on each side of the line on completing it to Woodstock, also a guarantee of six percent interest for a term of years on a certain sum of money expended, the province at the same time becoming a Stockholder to the amount of 50,000 pounds, all of which has been paid. Under those circumstances they now saw that forty miles of the line would be forthwith opened for traffic. The resources of the forest were ample, and would of course comprise the

only business of the Road until it should reach Woodstock, which it would now unquestionably do, and that very shortly. It would then afford a cheaper and safer and quicker inlet and outlet to the great and increasing trade of the upper valley of the St. John than that at present carried on by the river. The city of St. John from its obvious advantages must continue to increase in trade and population, but whoever would look on the map must see that St. Andrews with this Railroad has also very great advantages. From the ocean it is nearer and more accessible even than St. John. Its harbour has the same important peculiarity of remaining open all the year round, and in fact the whole inner bay of Passamaquoddy was one continued harbour, completely landlocked, where all the fleets in the world could ride at anchor in perfect safety.

He (Hon. Mr. Brown) considered this as one of the most remarkable days of his life. In the heart of this dense forest where, as a lumberman, he had wandered many a weary foot in days of "auld lang syne," was there a splendid railway train and a vast number of ladies and gentlemen assembled to compose and to enjoy the interesting spectacle. It was, however, melancholy to reflect that the original projectors of this great work which now gave such promise of complete success had one after another all passed away. How gratifying to them had they been permitted to live and take a part in this day's proceedings!

He (Hon. Mr. Brown) remembered, and was sure that the gentleman on his right, Mr. Street, would also remember, the singular but most appropriate toast of their friend Mr. Walton, who was still alive, "To fire and water, man's two best friends, and two worst enemies! May they speedily unite in propelling machinery from this place towards Quebec!" Here was the old gentleman's desire, this day, at least partially accomplished. He (Mr. Brown) did not wish to be tedious; he would only remark that of all our wants in this province, we wanted more people to labour and develop its abundant resources. He had been in all parts of the Province, and travelled through all the Northern and Eastern States and was quite certain that taken on an average, our agricultural capabilities in particular, as well as the resources of our forest, were far before theirs. He had ever recommended early marriages as the best means of increasing

our population, and himself set the example, and raised a very large family; and now that he had an opportunity he would just say to the unmarried gentlemen and ladies there assembled - "Go ye and do likewise."

The next toast from the Chair was, "The Pioneers of the Railway!" All of whom were now no more. Drank in solemn silence.

Dr. Arnold proposed the health of the gentleman in whose charge they had all been committed for the day, and to whom they all had every reason to feel greatly obliged for their pleasant excursion. He proposed the health of Mr. Thompson, the Manager of the Railway, which was drank with all the honors.

Mr. Thompson rose to return thanks for the compliments that had been paid him; he felt proud and grateful for the appreciation that was felt for any exertions he had used to carry on the works, and which was manifested by the reception the toast had received - but he disclaimed being entitled to so full a share of honor, for, if any success had attended his efforts, he felt that he was greatly indebted for it to the able support he had received from Mr. Buck and the other officers of the Company. Mr. T. alluded to the great benefits which would accrue to the whole province from the opening up of its wilderness lands and referred to the experiences of other countries to prove that the greater the means of intercommunication the more rapid was the advancement in wealth or prosperity. He pointed to the lands in the neighborhood of great rivers as always being the first settled and brought under subjection to man in consequence of the transit which the river afforded, and that the railway through the forest in the middle of which they then stood might be considered as an artificial river, but would operate like a real one. Mr. T. spoke at some considerable length on the prospects of the road as a paying investment, and concluded by again cordially thanking them for drinking his health, expressing a prayer that he might carry them all as safe back to St. Andrews as he had brought them up thus far.

Hon. Provincial Secretary next arose, and alluded to the difficulties generally encountered in making railways and the large capital required for construction, and stated that not all the wealth of the Indies could build our Railroads, without the assistance of

Engineers and Contractors; he therefore proposed the health of the Engineers and Contractors of the New Brunswick and Canada Railway.

Mr. Buck, Engineer-in-chief, returned his grateful acknowledgements for the compliments that had been paid to the profession, particularly as in this instance it came from the Hon. Provincial Secretary; he, however, disclaimed against taking more than his share of the compliments which had been paid to the state of the works as his tenure on this present Company was but of recent date and much had been accomplished under his predecessors in office; and concluded by expressing a hope that within a twelvemonth from the present time, they would all again have the opportunity of meeting together under similar favorable auspices, and on the occasion of the opening of the 65th mile from St. Andrews.

Mr. Marsh returned thanks on behalf of the Contractors; as one of whom, he felt greatly obliged for the compliment paid in drinking their health. Mr. Julius Thompson gave "The press of New Brunswick!" stating, that the press was acknowledged a powerful Engine for good or for evil, and without its aid no great undertaking had ever succeeded, and he hoped it would extend its impartial influence to the work which was now in hand, and which they had an opportunity of witnessing this day.

The Editor of this paper briefly acknowledged the compliment, and said that as an humble member of the press of New Brunswick, he had always been a warm advocate for this Railway, and would ever continue to be such.

Mr. J. W. Street proposed the health of the chairman. Drank with 3 times 3. The Hon. Capt. Robinson responded in a happy and appropriate manner, and was cheered throughout.

At this stage of the proceedings, the signal was given for the return home, and all parties again took their seats in the cars; the train left amid the cheers of the concourse who had flocked in to witness "the gay and the festive scene" and after making frequent stoppages to accommodate the country residents, arrived in St. Andrews at 6 o'clock. The run up and back was accomplished each way, under two hours, including stoppages on some portions of the line averaging a speed of 35 miles an hour. The excursionists

previous to separating gave three hearty cheers for the success of the Railway; and so the joyous event of the day terminated to the entire satisfaction of everyone.

Standard

Oct. 14, 1857

The works in the immediate vicinity of the Railway depot have already given quite a business-like appearance to the eastern end of the town at Indian Point. They compose the Station buildings, a new Engine house 90 feet in length and 48 feet in width, to contain 4 engines, together with a turntable of 45 feet diameter - the castings for which were furnished by Messrs. Harris and Allan of St. John, upon which the engine made her first turn yesterday.

The Station buildings, etc., were erected by Mr. N. Treadwell, the engine house by Mr. William Craig, and the turntable by Mr. Irvin Goss, three native mechanics, to whom great credit is due for the substantial and workmanlike manner in which they have apparently performed their contracts.

Standard

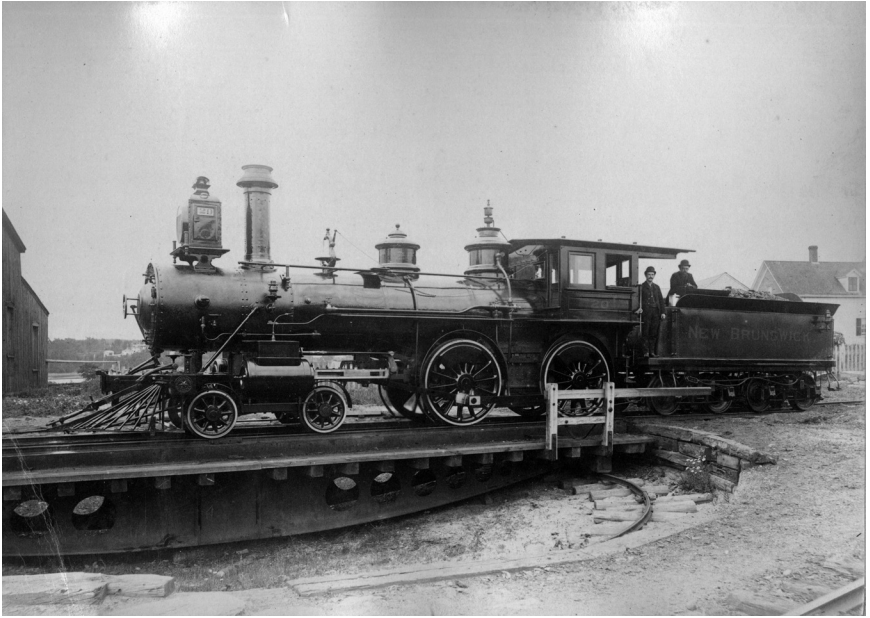
July 6, 1858

(Another new railway engine. Now have 5: "Pioneer," "Earl Fitzwilliam," "Manners-Sutton," "Rose" and "Thistle." Expect "Shamrock" soon. Tenders for grading last 25 miles to Woodstock. "We have always had strong faith in this Road being the Grand Trunk line, and the more we see, the more convinced we are that there are good grounds for the opinion.")

Standard

July 14, 1858

An addition has been made to the railway extension which for the present terminates at Hatch's Wharf, the next above the Market Wharf. The advantages of the extension as well as the benefits resulting from the construction of the railway, are so apparent even to those old goers who were so skeptical, that it is almost unnecessary to allude to them. We may however mention that the new ship lying at Hatch's wharf is being loaded with deals brought down by rail



from the [Barber] Dam, and that Mr. Cameron is loading his vessel in part with excellent timber cut on the Company's Lands and brought down by the Railway and which will in a few weeks be landed in London. Large quantities of hemlock bark, firewood, cedar poles and sleepers are also brought down the line; the farmers also living near the Line and on the Ridges have availed themselves of this economical and speedy mode of transport and have brought their farm produce to market in much better condition, and at less cost and loss of time, than by horse and wagon. The traffic is but in its incipient stages and can hardly be overestimated.

Turntable at St. Andrews Station, 45 feet diameter - the castings for which were furnished by Messrs. Harris and Allan of St. John, 1857. One man at each end of the turntable was sufficient to rotate the locomotive. Courtesy Barry Murray

*Standard***July 16, 1862****Opening of the Line to the Woodstock Road - Volunteer Review
– Regatta - Dinner**

The morning of the 10th was ushered in with a glorious sunshine, giving fair promise of a fine day and genial temperature, and dispelling all doubts and fears as to the probable state of the weather on such an occasion, and those who had expressed themselves in a prophetic and not very encouraging manner with regard to any coming train on account of the wind being in a certain quarter, were most satisfactorily silenced. We could not help being reminded of the chorus in a celebrated glee:

Up route ye now ye merry, merry men

For it is now our opening day,

as the townspeople were all astir and unusually fidgety at an early hour, making hasty preparations in the external decorations of the principal stores and buildings, and in suspending lines of flags from house tops across the main street; the vessels in the harbour also came out in their true colors, the most noticeable being the American Vessel *Eastern Star*, Captain Ackley, which flaunted a beautiful streamer of almost indefinite length and a host of signal flags; we can assure the Captain that this compliment and his own courtesy is fully appreciated by the community. Before the arrival of any newcomers the town presented a lively and stimulating appearance, and the savage breast was soothed by the melodious strains of a barrel organ under the conductorship of an itinerant Italian or some other kind of foreign Irishman, who was accompanied by a precocious young monkey properly trained in the art and practice of professional begging.

The Country people came rolling in from all quarters, and with them a goodly supply of quarters of lambs for sale in a short time; all the available stables near were besieged with horses and wagons, and our streets were fast thronging with pedestrians. About 10 o'clock a whistle from the steamer *Queen* gave notice of her approach, and a general rush was made to the wharves to see the Calais and St. Stephen visitors come ashore. The St. Andrews Volunteers now mustered, formed Company and marched to the Steamboat landing with Lieut. Col. Boyd who was mounted during the day, to receive

the St. Stephen and Milltown Companies who were attended by their bands; the *Queen* having come to at the wharf, disgorged herself of the crowd of passengers that swarmed her decks. The Volunteers were the last to disembark, and having formed in line the Companies presented arms, the bands playing the national anthem; they next marched off in fours to a lively air through some of the principal streets to the great delight and amusement of the old and the young.

The excursionists from Magaguadavic were now eagerly looked for; they were seen crossing the bay in a schooner in tow of the *Bradbury* steam tug. The captain of the *Queen* very kindly steamed his boat out to meet them and by way of hastening their arrival, instead of throwing them a line, went alongside and took them on deck and returned to the wharf. We take this opportunity of according to Captain McAllister our hearty recognition of his services as a Volunteer on this occasion; Captain Wetmore and his company were received in the usual manner with military honors; the bands again struck up and all went off in marching order. The next expected arrivals were the visitors from Woodstock and Houlton by Railway. The Superintendent Mr. Owen Jones had taken the first down train through with Tobin's express in the previous evening in four hours running, and as the bills set forth that the excursion train would leave the upper terminal at seven o'clock the time of its arrival could be closely ascertained; during the interim and the anxious waiting moments, the Regatta Committee of Management were making active preparations for the forthcoming rowing matches; a boat crew had arrived from Campobello. The Indian squaws, their Governor and Chief, had also arrived from Pleasant Point with their canoes, and the pilot boat *Tormentor*, Capt. Cline, with her gig and crew had come up from Little River, while on the previous Monday a Saint John boat had been forwarded by steamer to enter for the race. The Committee issued programmes of the various matches and the prizes to be awarded, and all gave promise of a good day's sport.

At 11: 13 the whistle of the Engine informed us of the arrival of the excursion train, and the vast concourse of people then in the streets trod their way to the Station; the cars were filled, and we presume that a great number of the visitors on this occasion had made their

appearance at our seaboard for the first time. Amongst the arrivals we noticed the Provincial Secretary, the Chief Commissioner of the Board of Works and Mr. Lindsay M. P. P. Ex-Attorney General Fisher was also in town from another direction and was also Mr. Grimmer, M. P. P., one of the county Members. We observed that the Houlton people did not muster as strong as we expected, and more particularly also, the somewhat questionable absence of the Editors of the Woodstock press. We cannot account for this but peradventure they will. Our "little devil," on hearing the fact, says "they oughter," nor were we favored with the august presence of the recipient of the latest telegrams to Calais, the Proprietor of the *St. Croix Herald*, but we can better bear with this when we recollect that he once disappointed (at least it was so said) a Lieut. Governor at the dinner table. During the reception of the Woodstock Company military and civil, or perhaps to be more civil, read vice versa, the Regatta commenced with a three-mile rowing match between the Campobello boat *Bluenose* pulled by the Parker crew, and the Saint John boat *Atalanta* manned by Cline's crew. We think the betting was in favor of the former, as she was five feet longer and of a better build; to the astonishment however of nearly everybody, the pilots, after a well contested race of twelve minutes duration, came off the victors by a few lengths. Excitement caused by this match was intense.

The next match on the list was a canoe race, and as soon as the Volunteers and the accompanying crowd had reached the wharves, where every available place was soon occupied, with people standing upon a pile of sleepers and other people up to their elbows among hackmatac knees, not to mention anything about the contact of hoops and futtocks, oh dear! the start was given and away they paddled against a strong headwind over a two-mile course; they indeed paddled with a vengeance, and the run home was of the most vigorous and excitable character, the race being won by half a length only.

The visiting Volunteers were now invited to luncheon and marched off to recruit the inner man; the next race came off soon after between the Wetmore Magaguadavic boat and the *Tormentor's* gig, the former winning the race in good style. At this state of the proceedings the Town bell rang out the 1 o'clock dinner hour; that

touch of nature which makes the whole world “kin,” a touch that not only reaches the heart occasionally but likewise the stomach, moved the vast assemblage of people to one purpose and to one occupation. We can only express our hope that they found sufficient accommodation and were provided with a good dinner, at all events with a hearty meal; we are aware of our deficiency in public accommodation to meet occasions of this kind, but do not feel bound by any other admissions to criminate ourselves in this respect. Our Railroad was not built in a day, and sufficient for the day will be the Hotel thereof.

The Public dinner was announced to take place at two o'clock but it was fully half an hour later before the guests were seated; it was given in the large centre store of Mr. Charles Gove, who very kindly offered the use of it to the company officers. The decoration was most tastefully carried out by the St. Andrews Volunteers with evergreen festoons and flags; there were in all eight tables capable of accommodating over three hundred people; the dinner was of a sumptuous character and was provided by our townsman Mr. John Bradford upon whom it reflects much credit.

After the dinner, which occupied but a very short time for a public one, the Volunteers formed into Companies and marched to the review ground where they marched past Lieut. Col. Boyd in show and quick time, then came to a front and presented arms. Lieut. Col. Boyd addressed them previous to dismissal, but we were not within hearing distance. We cannot take leave of the review without a passing mark of congratulation to our friend the Lieut. Col. It is a long time back since the good old days when he was in command of the Militia and wore his uniform and we will venture to say that all his friends who were present at the Volunteer review felt gratified to see their old and faithful county Member once more on the saddle, not it is true, in the full vigor of life at the age of seventy, but in the fullness of his heart in the cause of our Volunteers.

It was now approaching the hour for the departure of the train from St. Andrews, and our Woodstock and Houlton friends pressed forward to the Station. The cars were soon filled, the St. Stephens band played “Auld Lang Syne” and as the train moved off at 5:15 pm

three lusty cheers were given by the hundreds who had assembled to give them a parting honor. We afterwards learned that they arrived at Woodstock at 9:30 pm - surely this is good travelling.

A 6 o'clock the Calais and St. Stephen party took their departure in the *Queen* amidst a great ovation, and at a later hour the Magaguadavic schooner and tug got under weigh on their return. As may be readily imagined, our town had now the appearance of being strained of a large quantity of the milk of human kindness; and we may further add of the cream of fashion; however, a great number of the excursionists remained behind with the intention of prolonging the visit. As the shades of evening were closing upon us, the sports of the day were resumed and we witnessed three excellent foot races by Indians and a wheelbarrow race, the men being blindfolded; this was a side-splitting affair and had not the street in which the race took place been well fenced in, it is almost impossible to say where the blind with their barrows would have turned up. As it was they turned over several times at which everybody was cruel enough to laugh their loudest.

Unfortunately for the better effect of our illuminations, which followed at a later hour, the moon could not be influenced to "keep dark." Still, the effect was very pretty, especially the store of Mr. J. S. Magee which was decorated with variegated oil lamps and Chinese lanterns of rich devices - rockets, serpents, blue balls, etc. were flying about in all directions and so the spirit of the day was upheld until at last "tired nature," wearied but yet rejoicing, lay down and slept.

It is our pleasure to record the general feeling of very great satisfaction and even astonishment that pervaded the whole assemblage throughout the day. Our very ears tingled with the frequent and reiterated expressions of unmingled delight - not only with the day's celebration and the speed made on the railroad, but with the position of our town and the town itself. We heard many good wishes for its prosperity, and we hope that our merchants will now be enabled to open a good trade with our friends in the interior.

Standard

July 23, 1862

Excursion Week

St. Andrews to Woodstock and Woodstock to St. Andrews, United by the Iron Bands of the New Brunswick and Canada Railway

The celebration of this union was kept up with great spirit during the past week. Our respected friends of Carleton County, who have patiently waited for many years for a breath of pure sea air and a bath in its strengthening waters enjoyed the benefit of both last week. On Thursday evening the streets were filled with visitors from the upper St. John, and from their frequent expressions of gratification we feel satisfied they were pleased with their visit. They admired our streets, drives and beautiful scenery, and spoke in the highest terms of the Railway, the management, the rapid travelling, the courtesy and attention of the employees, and above all the feeling of perfect safety while on the cars. Not a single accident occurred from the opening up to the present time, just one fortnight. It affords us pleasure also to learn that new business arrangements have been entered into. A fair share of the upriver trade will now flow into St. Andrews and the Aroostook people will have all their supplies brought over the Railway. Goods may now be shipped on Monday morning at Boston and arrive at Woodstock and Houlton on Tuesday evening at less cost than by any other route. Our harbour will also present a more lively appearance than it has done for many years, as several vessels are being loaded with supplies at the westward for the upper country. We are informed that the Woodstock Iron Company will, during the present season, get out several thousand tons of iron and send it by the railway to this port for shipment to Great Britain; we have heard of other new trades springing up which will give employment to our Railway.

Upwards of three hundred persons from this County and adjoining districts visited Woodstock on Wednesday last, the St. Andrews Volunteers, Capt. Whitlock with several others having taken the train the day previous. In consequence of the rain at Woodstock on Wednesday morning the parade of the St. Andrews and Woodstock Volunteers did not take place until the afternoon, when they were inspected by Lieut. Col. Boyd. The excursionists

speak in the highest terms of the hospitalities and attention of the Woodstock people. Our Volunteers were much admired, and they deserve to be, for a better drilled and nobler set of fellows are not enrolled in the Province. The Western Companies, as the Charlotte Volunteers are called, are soldiers in the technical sense of the term.

Standard

Aug. 17, 1864

Railway Excursion and Picnic

One of the most pleasant of those social gatherings termed "Picnics" took place on Thursday last. Mr. Osburn, Manager of the Railway, with consideration and good feelings, having under his direction a large number of men, who toil from early morn till old Sol departs behind his curtain, the horizon - offered the men on the railway a holiday and excursion up the Line to Dumbarton with a limited number of tickets for their families and friends. The generous offer was gratefully accepted; and on Thursday morning at 9:15 an engine with three passenger cars attached left the Station with their men, their families, and friends together with several invited guests, numbering in all upwards of two hundred.

The day was pleasant and warm. At various points along the line, men were at work ballasting; the trestle bridge at "Fry Meadow," which was burnt a few weeks ago, has been rebuilt in a thorough manner; indeed, it is not a bridge, but a solid embankment. The scenery and views at many points were charming, varying in hill and dale, and alternating in rich foliage of the forest with fields of waving grain, placid lakes and purling streams.

At each Station accessions were made to a number of excursionists until the arrival of the train at 11:30 at Dumbarton Station, which was tastefully festooned with flower and evergreens, and from the flagstaff on the building the glorious old flag of England floated in the breeze.

The large party, having debarked from the cars, rested for a short time at the station. Many strolled to the woods in search of quiet little arbors where they could enjoy a luncheon from their well stored basket. Several remained at the station, and in the long room enjoyed themselves "tripping the light fantastic toe," until the dinner

bell summoned them to a bountiful repast generously provided by order of the Manager, the selection of which did credit to Mr. J. Trenholm (station master) and his wife, who spared no efforts to please and satisfy the visitors. Some disciples of Izaak Walton betook themselves to the river and stream with rods and lines; the day was too bright however, for fishing, and most of them returned without any fish. "Mine host" of Bradford's Hotel, in true sportsman style, forded the river in many places and, as a reward of expert angling, brought with him a basket of excellent trout. Mr. Bradford, however, is an expert hand with fly and bait, and knows where to fish.

Dinner being over, the excursionists engaged in a variety of amusements - picking blueberries, swinging, etc. Some of the ladies who had their bows with them (aye and *beaux* too) shot at a target for the archery prizes, but owing to a strong wind blowing at the time the shooting was not remarkable for accuracy. It is probable however that Cupid's arrows hit the mark, and that the "silken knot which binds two willing hearts" will be the "prize."

A few choice spirits assembled in the baggage car and partook a *dejeune*, after which several loyal and patriotic toasts were drunk and neat little speeches made, of which of course we took no notes, but we may state that the toast - "The Manager, Officers and Success of the Railway!" was drank with all the honors, and a happy and apposite reply was made, concluding with "Prosperity to the shipping, commercial and manufacturing interests of Charlotte!"

At 3 pm the train from Woodstock Station arrived with a number of cars loaded with boards, ship timber, sleepers, etc., and started again in a few minutes with its heavy freight. As the hour of departure drew nigh, the excursionists assembled at the Station, and several partook of tea and coffee, after which dancing was again resumed.

At 7 o'clock, all were comfortably seated in the cars; after a few sounds of the whistle, and the conductor's call of "All aboard!" the train started for St. Andrews. During the trip homewards, an extempore choir sang several songs with good effect; and after a pleasant ride of an hour and a half, the train brought up at the Railway Station, the choir singing "God Save the Queen."

*Standard***July 7, 1869****Trains Stopped**

We sincerely regret that Mr. Osburn, Manager of the New Brunswick and Canada Railway has issued a notice which appears in another column that the trains will stop running to St. Andrews for this winter after the 31st December. The reason assigned is "in consequence of the failure of business and bad state of the track." This will interfere with the proposed connection of the Western Extension and Fredericton Company who have advertised connections with St. Andrews and very materially affect the interests of this town. Can no means be devised to keep the trains running to St. Andrews; are we so completely helpless that we can do nothing to avert so untoward a consequence? Will no action be taken or efforts used to secure the running of the trains? Had it not been for the exertions of St. Andrews people and their indomitable perseverance and luck, Charlotte County would today be without a main line or branches.

*Standard***Dec. 22, 1869**

The public meeting on Friday last for the consideration of Railway affairs was one of the most enthusiastic and harmonious ever held in this place. Those present spoke and acted as one man; they felt that it is a grave wrong about to be inflicted upon them, that an incalculable injury would be done to the Bondholders and the inhabitants of the town and country, by the closing of the main line from the Junction [Watt Junction - where the line to St. Stephen begins] to the terminus at St. Andrews [while the line to St. Stephen would remain open].

Under such exciting circumstances it is surprising that those present at that large meeting were so calm and discriminating; their very looks denoted a fixed determination founded on a sense of justice to maintain their rights and protect their interests by legal means at whatever cost, and thereby prevent what they feel would be a great injury detrimental to the interests of St. Andrews and indeed the upper country also. Whoever heard of a trunk line 88 miles in length, having several miles leading to its ocean terminus, closed

to foster a branch of 19 miles to a river port closed by ice, for some weeks? And on what other road are the trains of a branch permitted to run over the main line? When these questions are answered there are others in reserve.

The people of St. Andrews only ask fair play, and that they will have; they have borne with much annoyance and considerable loss, but this last is "the straw which broke the camel's back." The power dressed in brief authority may learn that the monied interests of any one section will not be permitted to trample upon the rights of the people in other sections.

With reference to the "falling of trade" this community will be prepared at the proper time to show that in a great measure it has arisen from unfair and unjust influences, and persons outside of the town are ready to endorse the views so entertained. As to the "bad state of the track," we have yet to learn that any accident or mishap has occurred on this end for the past few months. In the opinion of many it is just as good as many other portions of the trunk line considering that it has not had its proportional share of maintenance and repair, it being the first constructed.

Standard

Jan. 19, 1870

Statements have been industriously circulated by opponents of St. Andrews that "St. Stephen capitalists own all the Railway bonds." This is about as correct as another assertion that they own all the lands. Let us examine: the Lands owned by the English Bondholders in Charlotte County amounting to 7,000 acres were sold at the Sheriff's sale in May 1867 and were bought in for St. Stephen capitalists but up to this day have not been paid for; the deeds still remain in the Sheriff's office and will be handed over only when the purchase money is paid! This statement is not made under cover of correspondence, and we challenge contradiction. It is currently reported that these lands have been operated on for the last two years, and large quantities of lumber carried off. Is not this a most outrageous act, and one which merits unqualified condemnation, if not legal correction? Were the English Bondholders made aware of this fact by their New Brunswick agent? If not, they know by this time.

The bold assertion openly made at St. Stephen last week, "that the people of St. Andrews cannot succeed nor accomplish anything in the course they have taken to complete the running of the trains as they know St. Stephen owns the line" - is a piece of sheer humbug. It requires more than the boast and bluff of inimical and interested opponents to convince St. Andrews people that they cannot succeed, or that the Line is owned by Capitalists in St. Stephen. That some of the Bonds are held here cannot be denied; and that Bondholders in England have sold all their right to the Railway, at a sacrifice, will require better authority than the *ipse dixit* of the diplomats who went home to misrepresent the real value of the railway. The fact of a line costing 800,000 pounds being bought for 60,000 is too large a mouthful for people to swallow, particularly when it can be shown that the Line has paid working expenses and something more.

The N. B. & C. Railway schedule shows that only the St. Andrews City Station section has been curtailed. The skeptical will now be convinced that there is a determination to close the St. Andrews end of the line. Although the trains still run twice a week, the uncertainty of the line being kept open has prevented merchants here filling orders for Houlton if the articles ordered are perishable.

Standard

March 2, 1870

Railroad Management for the Benefit of the People!

How is it? Here we have a number of our coasting schooners in the harbor waiting employment, while there are several cargoes of railroad sleepers hauled out along the line, of which two or three cargoes at least should have been shipped by this time and realized from. There is also a large quantity of pig iron to be delivered at St. Andrews. Why are not the cars running to St. Andrews and this freight brought down, as in former seasons, when the winters were much more severe than the past has been? The severity of the past winter, advanced as an excuse, was, to say the least, a mere pretext. The track we learn is nearly or quite clear of snow and ice. The only answer we can honestly give, from current report, is that there was a determinate intention to divert business from this port to St. Stephen. The petition of the people has been received by the Legislature, and an investigation will be entered into by the Railway

committee, which will, it is generally believed, bring out the facts that will confirm the people in the opinion, that there has been an effort made to divert the trade of St. Andrews from its legitimate channel.

Standard

Dec. 28, 1870

Never perhaps did a year open with gloomier prospects ahead for us than that which is drawing to a close; never were gloomy anticipations more agreeably disappointed.

In December last, notice was given by the Manager of the N. B. & C. Railway that the running of the trains over this end of the Line would be discontinued after December 31 of this year. That announcement raised such a howl of indignation throughout the whole Eastern section of the County, that both the Manager and his prompters deemed it judicious to yield to it, and the trains were after a short interval run as usual. The long-continued series of attempts, covert and open, of a half a dozen men in St. Stephen to utterly annihilate our track reached its climax in the announcement referred to. Owing to the public spirit of half a dozen men in the community, this grand final effort of theirs was defeated. To that plucky half dozen too much credit cannot be given, for we believe their efforts turned the tide in our favor at the most critical point in the history of the Town. The great development of communication with the interior will render any similar attempt impossible in future; henceforth we will have the whole of the upper Saint John River counties as our allies in the "Battle of the Towns."

Pilot

Sept. 5, 1878

Jottings on the Street, No. 12

The Railway Machine Works

It would swell our jotting description to inconvenience to enter into a minute detail of the etceteras in connection with those works; while a mere passing remark would savour of culpable indifference.

The main building where the big wheels and the little wheels are industriously spinning around in easy and speedy revolutions high over your upward gaze; carried on in their whirling velocity by strong leather belts impelled by steam power to perform their whirr of work - is about 100 feet wide, and 250 feet long.

The Engine, "Earl No. 1," stands on its track in the building at present; and from Mr. Thomas Armstrong, the Master Mechanic of the works, we learn that this engine has been cut down to suit the "narrow gauge" of the road.

This difficult and important work can only be fully understood by those who have practical experience with Railway Engine building.

Mr. Armstrong informed the writer that previously all such work had to be sent to Portland, Maine for alteration but the work was attempted here and successfully accomplished.

The "Earl" has been some 20 miles out over the road on a trial trip, and ran as smoothly as Harmon, the St. Stephen racer; and, were the "Earl" to jump at all, the probability is that, the noble "Earl" would beat the St. Croix runner at jumping!

There are ten men in constant employment keeping Engines in repair and other railway operations. There is a certain amount of neatness and systematic order apparent inside and outside. Scores of wheels on their "broad gauge" axles are standing on "tracks" in single file, almost with military precision, as if waiting for the work of command - "Forward! Double Quick!"

Leaving the Machine Shop and Works, and returning up townwards, the Railway Office and Store rooms are seen on the left; with the Depot on the right. Neat and convenient waiting rooms are here; the "Ticket Office" and all such kind of things generally looked for at the terminus of a Railway.

Pilot

July 17, 1879

The Branch Railroad between McAdam and Vanceboro is being constructed with considerable rapidity, and will be probably open to traffic early in the coming fall. While, to outsiders this piece of road looks to be entirely unnecessary, if the parties interested in it and in the now established road would consider their differences

reasonably, it may on its completion very greatly affect adversely the business both for the St. John and Maine, and the E. and N. A. roads, while tending to benefit in the same degree the N. B and C. road. By the way this N. B. and C. road, which was a sort of standing joke for large feeling railroad men, and which even now is, on account of the utilitarian rather than ornamental character of its equipments, slightly regarded by many, is yearly becoming a more important feature among our railroads; it has developed a very large milling and lumber business along its line; has become the chief artery of trade communication with the upriver Counties on both sides of the line, and is, probably, under its very prudent management, making more money than any other road in the lower Provinces at all events. It may be stated in this connection that the work of relaying the track north from McAdam Junction has been in progress for some days past, and probably the whole 12,000 tons of new steel rails will have been placed before this is published. - *Carleton Sentinel*

Pilot

Aug. 29, 1878

At St. Andrews a railroad meeting was held in Stevenson's hall on Tuesday evening to give effect by ratification to an arrangement made on Monday the second between the town of St. Andrews and the Railway directors by which arrangement further litigation has ceased, to the satisfaction of all parties concerned.

Standard

June 4, 1879

New Brunswick Railway to Complete the New Hotel and Supply Daily Trains Half the Year

On Monday last, the New Brunswick Railway Directors met the St. Andrews Railway committee in the Sheriff's office to enter into an arrangement with reference to the running of daily trains and other matters connected with the line. . . . After much consultation, lasting all day, we learn that an agreement was drawn up, which, when ratified at a public meeting of the inhabitants of this Town, will be signed by the Directors. The following is we are informed a summary of its provisions:

- Trains to run daily six months each year, from April 1 to Oct. 1. The present season from first of July.
- The new hotel [The Argyll Hotel, begun earlier in the year] to be finished for occupancy in twelve months.
- The Railway Company to pay all costs of the suit.

This is but an outline of the principal provisions of the agreement, and has met the approval of the Committee as the best terms which could be obtained. The meeting we learn was harmonious, and it is to be hoped a better understanding will exist henceforward. The St. Andrews Committee have executed the trust committed to them in a very satisfactory and able manner.

Standard

Dec. 10, 1879

Amount collected from rate payers for defraying legal expenses for carrying suit against the New Brunswick Railway compelling them to run daily trains, returned, as "an amenable arrangement was effected by the Railway Directors with the Committee, by which proceedings were stayed."

Beacon

Nov 27, 1890

The C. P. R. and St. Andrews

The reply which the CPR have made to the memorial of the people of St. Andrews is conclusive on one point at least. That this port need expect no special favors from the railroad over any other port which it enters. It must be evident to all that the railway company have no intention of making of St. Andrews a terminal port in the sense in which many had hoped for, and those persons who have for years past been claiming to possess information that such was to be done were either misinformed or have been willfully deluding the people. While in the main the railway company's communication is much more satisfactory than the committee had hoped for, there are some points about it that are not as clear as they might be. For instance, the Company say that they do not consider it within their province to provide harbor facilities anywhere, yet they will undertake to provide wharves, warehouses, etc., for taking care of all business that may be offered. Again, they say they cannot undertake to create

business. Nor can the people of St. Andrews undertake to create business unless the harbor facilities are first provided. There is no use holding out inducements to ocean craft to come here to do business if we have no wharves for them to do business at. If the railway will not provide these facilities beforehand, and the townspeople are really desirous of making the effort to attract trade, manifestly their first duty is to erect some kind of a wharf, relying upon the promise of the railway to extend it if the state of business should warrant it.

Beacon

Nov. 12, 1908

[Summary of Winter Port Agitation]

For twenty years almost the *Beacon* has been championing the cause of St. Andrews as an ocean port. To the older residents of the town its labors in this respect are well known. In the early years we hoped to win recognition from the Conservative government then in power. In the federal election in 1891 this paper took no part, hoping that the attitude of St. Andrews toward the government might be the means of hastening the end we had in view. But as the sequel proved there was nothing to hope for from that quarter. The Conservative government, through Mr. George E. Foster, then Minister of Finance, absolutely refused to extend the slightest assistance. This was all the more galling because the local government, through the late Hon. A. G. Blair and the late Hon. James Mitchell, had made an appropriation for that purpose, and because there seemed every reason to hope that the Beaver Line steamship company would use the port if accommodations were provided for it. Failure also followed the effort to induce the C. P. R. railway to develop the port, Sir William Van Horne, in the course of correspondence with the editor, stating that the experiment would be tried at Saint John, and that if successful there, St. Andrews might be considered. Finding that there was nothing to hope for from the Conservative government, the *Beacon* renounced its independence immediately after Mr. Foster's curt refusal and took up the cause of the Liberal party.