

FROM ST. JOHN, N. B., TO TORONTO.

BY HON. SENATOR BOYD, ST. JOHN, N. B.

As "far as the East is from the West," would have applied to the relative position of St. John, N. B., and Toronto not many years ago, but now by our railway systems, the cities are brought very near. A journey to Toronto within my memory took a fortnight; it came down to a week, it can now be done in two days, while in July next, when the Short Line from here to Montreal is completed it will be effected comfortably in twenty-four hours. St. John will furnish to Toronto and the West, the advantage of an Atlantic port, which we trust will be utilized for our mutual benefit.

Twenty years of political union has not brought all the commercial union predicted and desirable between the provinces, but facilities for personal intercourse will, and interchange of commodities must follow. St. John in the past was absorbed almost wholly in the wooden shipbuilding and lumber export industries, which in some degree also isolated us from the Upper Provinces; twelve years ago, she was the fourth ship-owning port in the British Empire. By the universal decline in these trades, we have all suffered keenly; as well also, by the great fire, which swept away the chief part of the city, ten years ago. All these coming after each other, have crippled our resources, but the old-time energy is not gone, and the future will yet see her emerge from the past depression, as she is adapting herself to new methods of commerce and manufactures.

In former years the shipping registered annually in the port of St. John, numbered from forty to sixty new vessels of from 30,000 to 40,000 tons, valued at from one and a half million to two million dollars; now there are none. And these vessels were earning for their owners twenty per cent. yearly and upwards. To retain our population we had to take up new industries, and these cannot be perfected in a day; where formerly the wharves were crowded with shipping, and covered with imports from over the ocean, this business has become largely intercolonial, the manufactures of the different provinces going where they are needed, giving employment in other directions, changing the whole course of trade and exchanges. This is very noticeable in the railway stations, where one may see among other articles, iron bars, and other manufactures of iron formerly imported by water but now made here, and shipped from this by rail; formerly they were made abroad, imported here, and sent away again by vessel.

While in the past our chief industry was shipbuilding, and their working on the seas, we did not neglect the internal improvement of our province. In the Dominion of Canada there are over 11,000 miles of railway, on which has been expended some \$400,000,000. Of this, New Brunswick has 1,400 miles, at a cost of over \$30,000,000; a mile of railway to every 250 of its inhabitants, the largest proportion to population of any people; while the Dominion also keeps ahead even of the United States. New Brunswick was first of the provinces to move in railway enterprise, on a line from St. Andrews to Woodstock, projected only ten years after the first great main line was opened in England; about the same time also was explored the line from St. John to Shediac, known as the European and North American, now the Intercolonial. In 1850 the first Intercolonial Railway meeting was held in Bangor, and another, just after, in St. John. Out of these consultations came the

construction of the E. & N. A., but not until 1851 was anything definite decided, when a Railway Parliament was first elected. Under the aid granted by the parliament of 1851, the work was undertaken, and contract given to the English firm of Jackson, Peto & Brassey, but they did not carry through their engagement, and the province had to finish the road under a Commission, of which Mr. Robt. Jardine was chairman. It was undertaken in Sept., 1853, was running in 1856 and since, with new sections opening continuously until 1876. The St. John and Maine line, to the American frontier, was opened in 1870 by President Grant and Gov.-General Lord Lisgar and members of their Cabinets who met at Bangor. All sections of the province now looked for a railway, and out of this spirit sprang the varied net-work through it all, which shows New Brunswick to have within it one-eighth of the whole railway line in the Dominion, this province with a population of 350,000, having railway facilities equal to 687,000 in the other sections of Canada.

To stimulate these enterprises and open up the country, in the Provincial Legislature of 1864, what was called the "Lobster Act" was passed, granting a subsidy of \$10,000 a mile for roads in various directions, the lobster claws (or clauses) of this Act, taking hold of every locality, which contained voters. But most difficult was it to carry this measure at first, for every M. P. desired to have the line pass his own door, and to be assured that it would, before voting. The poet member for Albert Co., of that day, in his speech described the then Liberal Leader of the Government, the present Sir Leonard Tilley, in his efforts to carry this measure, two lines of which will satisfy the MONETARY TIMES:

"There's Tilley the Secretary, he puffs and he blows,
"But he won't tell us, which way his railroad goes,"

Through this principle of subsidies, the whole province was girdled with railways, and with vast advantage to every interest in it. We had grumblers at first, a crop that never fails, but "they are gone to the grave, and we will not deplore them;" their opposition at times was harder to overcome than the rocks and swamps, which the engineers encountered in the construction. Now every one is crying out for railways, for by them the cities are supplied with the necessities of life cheaper than ever before, while the country districts are brought within measurable distance of good markets.

Last summer, thousands of American and European tourists for the first time passed over the New Brunswick railway to Fredericton, Woodstock, and Grand Falls, and over the Intercolonial to Dalhousie, the Miramichi, Richibucto and St. John. At all these, and many other charming stations along the coast, the finest of fishing can be had, with shooting and other sports. Over this wide province of New Brunswick, comprised within an area of 32,000 square miles, or 20,000,000 acres, there is an average of eleven inhabitants to the square mile, while 175 could be fed. With a population of 350,000 we can furnish sustenance for 5,500,000; over our valuable lands nature only awaits the plough to yield rich returns, as the agricultural exhibitions testify.

We have other privileges which our American friends will sometimes acknowledge; thus one, a leading business man, of Boston, said to me not long since, "I used to think that to be an American citizen was the proudest title any man could claim, but I've changed my mind. Last year I started from here for Montreal, and had the British flag over me

from there to British Columbia, thence to Hong Kong, on to India, with its 240 millions under the Empress of India, down to Australia, round by Gibraltar to London, having been through lands with 400 millions of inhabitants, or one third of the globe, all under the British flag. And so I have concluded that to be a subject of Queen Victoria, with a voice in framing the laws, and conduct of the affairs of the great British Confederacy is a man's proudest distinction."

When St. John is better known, and the advantages of its position understood, and when leading European steamers make it a port of call, we shall have our Canadian friends taking passage from Ireland on Saturday morning, reaching here on Thursday, and Toronto on the following Saturday, the distance from Cork to St. John being only 2,200 miles, and the safest water passage, as our harbor record of proportionate marine casualties against other harbors clearly shows. For ocean freightage also from the West, St. John has the advantage, the cost of water conveyance being less than by land. St. John, from the West to the Atlantic, being 200 miles shorter rail route than any other in Canada. The longer rail route, by other lines, should be counted in, when we know that the cost of railway service is always more than on sea and twenty per cent. greater in winter than in summer, besides the extra cost, and expense incurred by snow blockades, which shippers are not slow to learn, when estimating the relative expense of different ports. By rail and ocean a cargo can be landed in Liverpool via St. John in twelve days from Winnipeg; from Toronto in nine days.

The cost of lighting the coasts of New Brunswick and Nova Scotia is defrayed by the general government, not by the shipping as formerly, an advantage to Canadian over American ports, which impose on all shipping a tax of thirty cents a ton yearly. This amounts to a large sum, and comes out of American shippers, while in Canada it is thus paid by the whole people.

I ask then our fellow colonists in this Dominion, through the MONETARY TIMES, to adopt the safe, commodious and admirably adapted harbor of their own Atlantic coast, as the shipping points from which they will send their products to Europe, the West Indies and South America, and in this way let it no longer be said that we, of the same Dominion, are aliens, and that our best markets are not with each other, as they ought to be, and can be made, when we study each other's position, wants and productions.

If I have indicated anything in this that will make Ontarians and New Brunswickers know each other better, and lessen the apparent distance between us, so that St. John and Toronto will no longer be called distant from each other as far as the east is from the west, then I shall be well repaid in having this paper appear in such a valuable and widely read journal as the MONETARY TIMES, a Christmas issue of which will, doubtless, be looked for with curious interest by many.

JOHN BOYD.

St. John, 10th December, 1887.

—Thrift, increased facilities for saving and for the employment of small capitals, will promote equality in distribution of wealth. Let governments see that labor is allowed to enjoy its full earnings, untaxed by war, waste or protective tariffs. For the unfortunate, of whom, in a great community, however prosperous, there must always be some, charity which is daily becoming more active and bountiful, will provide.—Goldwin Smith.