

finally escaped across the country over the border into Canada. They were arrested immediately, on the requisition of the United States Government, for murder and robbery, and their extradition was demanded.

Their pretension was that they had attacked St-Albans as a diversion in the hope of relieving to some extent the army defending Richmond from the pressure of the Northern troops.

The Canadian Government paid back the money stolen, and gave every facility to the United States Government in the attempt to extradite the prisoners, and Mr. Abbott, Mr. Laflamme, and Mr. Kerr defended them on the ground that they were belligerents, and not criminals. The proceedings were dramatic. The magistrate, in the first place, discharged the prisoners, who dispersed in various directions, but finally many of them were re-captured on a fresh warrant, and proceedings were re-commenced and continued for about four months, during which time one of the Attorneys of Record made his way to Richmond through the American lines, and obtained certificates from Secretary-at-War Benjamin, showing the identity of the men and the fact of their being soldiers in the Confederate army. The result was that they were held to be belligerents, and were discharged.

This case made a great deal of stir, both in Canada and the United States, and the record of it is cited in various English publications on the subject. The Confederates involved in it returned to their native country when peace was proclaimed, and several of them attained distinction in the South. Captain Young is now a grave railway president, exercising much influence in railway matters in the Southern States.

About this time, 1862, Mr. Abbott began his connection with the system of railways, which culminated in the Canadian Pacific Railway, by his appointment to the office of President of the Canada Central Railway. Under his auspices, a connection was made between the Brockville and Ottawa Railway under the name of the Canada Central Railway, and the line was extended as far westward as Pembroke. It was his connection with this railway that first drew Mr. Abbott's attention to the great scheme of a railway across the continent. From the beginning, he pressed in public speeches and otherwise the idea that the Canada Central was susceptible of indefinite extension until it reached the Pacific Ocean, and that it might