

Intercolonial Railway has been a most material factor in our development. Those parallel lines of steel stretching westward proclaim the progress of a mighty commercial revolution. In December 1870, the shriek of the first locomotive with passenger train to enter our town, awakened us to new activity as it announced our connection westward. Two years later we were in railway communication with Halifax. Our stone passenger station then erected marked the dawn of the stone age in our building operations. Six passenger trains now leave this station daily, giving us a continuous track 3524 miles, to Vancouver, 217 to North Sydney, and 327 to Yarmouth.

No reference to our commercial enterprises—no sketch of Amherst—should omit mention of the projected ship railway and of our citizen, H. G. C. Ketchum, C. E., the clever originator of the stupendous scheme for transporting vessels and their cargoes, up to 2000 tons weight, over the seventeen miles between the Bay of Fundy and Northumberland Straits. At Fort Lawrence is a basin, 530x300 ft., at the inner end of which is a lifting-dock, 230x60 ft., both 40 ft. deep, and constructed of first-class masonry. The latter is to contain twenty hydraulic presses for raising vessels to the level of the double line of rails, where they are to be locked solidly to a gridiron, which will be carried on the rails by 240 wheels, and drawn by powerful locomotives to the Tidnish terminus and there placed in the water. The rails have been laid and massive engine-houses built. The Chignecto Marine Transport Co., of London, Eng., after expending over three-quarters of the \$4,500,000 needed for the work and apparatus, in the face of uncontrollable delays, reached the limit of time within which the Canadian Parliament required it to be completed before beginning the payment of an annual subsidy. Up to date, parliament has not deemed it expedient to extend the time. The practicability and utility of the work have been fully exemplified, and there is an ardent hope that the undertaking, of such consequence to the commercial interests of the country, may be carried to an early completion.

If the pessimist be sufficiently restrained—if with the God-given faculties and resources with which our people are endowed we move steadily forward—if we encourage a spirit of true patriotism—bright pages will be produced by him who shall write the history of Amherst for the next two or three decades. Let us be imbued with the spirit of Montgomery's lines:—

‘ Closer, closer let us knit,
Hearts and hands together;
Oh, they wander wide who roam
For the joys of life from home. ’