

the United States, for it will assimilate their only disadvantages, inland distance from the sea; and it will effect the work of centuries to connect, consolidate, and strengthen that giant territory, lying beneath all climates and spreading over a quarter of the globe. If then we would contend with these advantages, in our North American provinces, it is only by similar works, that we can bring to the Atlantic, the agricultural exports of the colonies, and secure the stream of emigration, which otherwise, with the facility of inland transportation, will be rapidly diverted to the Western region of the United States."

These words were written in 1832, seven years after the Stockton and Darlington road, the first railroad in the world, was opened and they display almost prophetic insight into the future development of the United States, and had the plan he laid down been put into immediate effect, the history of Canada would have been materially different from what it is. In those days St. Andrews as a centre of trade and enterprise in New Brunswick was second in importance only to the city of St. John and it is not surprising that her people were awakened into action by the encouraging words of this Scottish engineer. At all events in 1835 an association was formed to put the plans of Mr. Fairbairn into execution and a deputation appointed to wait on Sir Archibald Campbell, then governor of the province. Not only was this done but Messrs George Smith and E. R. Hatheway were appointed to explore the territory between St. Andrews and Mars hill, a work they immediately entered upon—the re-

maining distance between Mars hill and Quebec had already been reported on. All this was done before the boundary dispute between Maine and New Brunswick, and had it not been for that unfortunate controversy the road would very likely have been constructed, as it had the active support of the Imperial government which in 1836 made a grant of £10,000 towards defraying the cost of a preliminary survey. This survey was made the same year by Captain Yule of the Royal Engineers and a practical line, which offered but few difficulties of construction was discovered. The estimated distance was 300 miles and the cost was approximated at one million pounds.

But no sooner had this practical line been discovered than the United States made claim to territory through a portion of which the proposed railroad would run and thus commenced the boundary dispute which was finally settled by the Ashburton treaty in 1842. Under this treaty Maine did not get all that was claimed but New Brunswick lost a valuable slice of her territory through which the railway would pass on the most direct route west. This was not however the fault of Lord Ashburton but due to a wrong interpretation of the treaty of 1783 made in the year 1797 under which Great Britain accepted as the boundary the minor branch of the St. Croix instead of the main river. It was this treaty and the jealousy of the people of the United States which prevented the construction of the St. Andrews and Quebec railroad. As an example of the deeply rooted jealousy of Canada as far back as 1837 the following extract from a New York paper of that day is given :