

the better in the operation of the line.

There are many things in connection with the management of the Intercolonial that might be altered to the great advantage of the railroad and the country at large but there is altogether too much twaddle written about the Intercolonial with the expectation that it may perhaps benefit the political friends of the journal in which it appears. But it is not the purpose of this article to deal with this phase of the matter but to show how the location of the Intercolonial was decided on and how far that mistake is responsible for the almost annual deficits of the road, for it must be remembered that the portions of the Intercolonial constructed in New Brunswick and Nova Scotia were on an expense paying basis until the opening of the through line to River du Loup. It was then the deficits commenced, and with the exceptions of a few years have continued ever since.

The construction of a railroad to connect the provinces of New Brunswick and Nova Scotia with Upper and Lower Canada originated with the grandfathers of the present generation. Seventy-three years ago Henry Fairbairn published a letter in the United Service Journal in which he wrote as follows:

"I propose, first to form a railway for wagons, from Quebec to the harbour of St. Andrews upon the Bay of Fundy, a work which will convey the whole trade of the St. Lawrence, in a single day, to the Atlantic waters. Thus the timber, provisions, ashes, and other exports of the Provinces may be brought to the Atlantic, not only with more speed, regularity and security, than

by the river St. Lawrence, but with the grand additional advantage of a navigation open at all seasons of the year; the harbor of St. Andrews being capacious, deep, and never closed in the winter season, whilst the St. Lawrence is unnavigable from ice, from the month of November to May. Another great line of railway may be formed from Halifax, through Nova Scotia to St. John, in the Province of New Brunswick, and thence into the United States, joining the railways which are fast spreading through that country, and which will soon reach from New York to Boston and through the whole New England States. This railway will not only bring to the Atlantic the lumber, provisions, metal, and other exports of the provinces, but from the situation of the harbor of Halifax, it will doubtless command the whole stream of passengers, mails, and light articles of commerce passing into the British possessions and to the United States and every part of the continent of America.

"Indeed, if the difficulties and expense of constructing these works in our North American colonies were tenfold greater, an imperative necessity would exist for their adoption, if it is desired by the Government of this country, to maintain an equality of commercial advantages with the neighbouring United States. For the splendid advantages of the railway system are well understood in that country, where great navigable rivers are about to be superseded by railways of vast magnitude, reaching over hundreds of miles. Indeed, in no country, will the results of the railway system be so extensive as in