

brought along the tracks of the street railway to St-Malo, where the railway had established its terminus, on the ground where the workshops of the Transcontinental Railway are now being built, the city streets were so packed with people that it became impossible to move the engine until after midnight.

The construction of the railway differed from other railways only in the matter of the track. This was composed of maple rails, free from defects and carefully sawn, six inches by four inches, laid in the notches of round sleepers, and held in position by hardwood wedges. The gauge was the standard gauge of 4 feet 8 1/2 inches, and the locomotive of the ordinary type, but lighter than the average then used.

The Quebec & Gosford worked very well for about three years, bringing to the city large quantities of maple and birch cordwood and sawn lumber of pine and spruce, but owing to the distance of its terminus from the centre of the city and the impossibility of bringing the deals and sawn lumber to deepwater, it was not profitable, was allowed to wear out and was finally abandoned. But it lived long enough to inoculate the people of Quebec with the railway fever, which is, at intervals, so prevalent on this continent: the population demanded railways, the Quebec Central was built, then the North Shore Railway to Montreal—now part of the Canadian Pacific—then the Montreal and Ottawa, by Sir Hugh Allan, and in 1873 the agitation culminated in Sir George Cartier's speech in the House of Commons which terminated in those memorable words: "All aboard for the Pacific," with the result that every one knows. And in all this progress the development of Quebec's back country, which had started the fire, was not overlooked. Two men—M. W. Baby and J. G. Scott—worked like tigers for six years to resuscitate the Quebec & Gosford and extend it to Lake St. John. They succeeded, after a hard struggle, in inducing the Dominion Government to accede to the principle of help to local railways, which they had always refused, and to initiate the subsidy act of \$3,200 per mile, which small aid has since been the means of doubling the railway system of Canada and of bringing in many millions of foreign capital. And they also succeeded in obtaining help from the Province and from the city of Quebec. In 1883, their efforts were