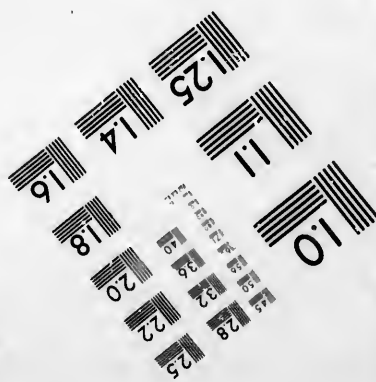
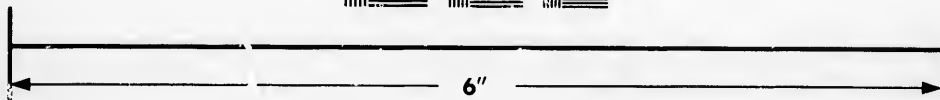
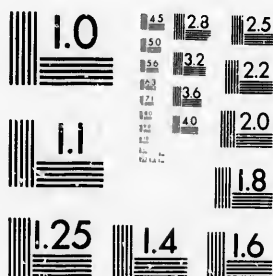


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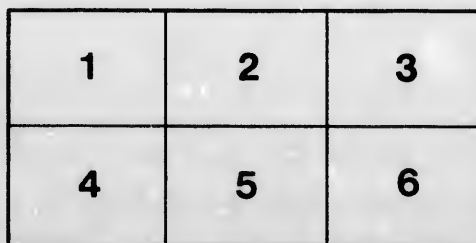
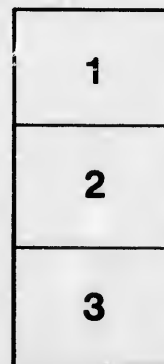
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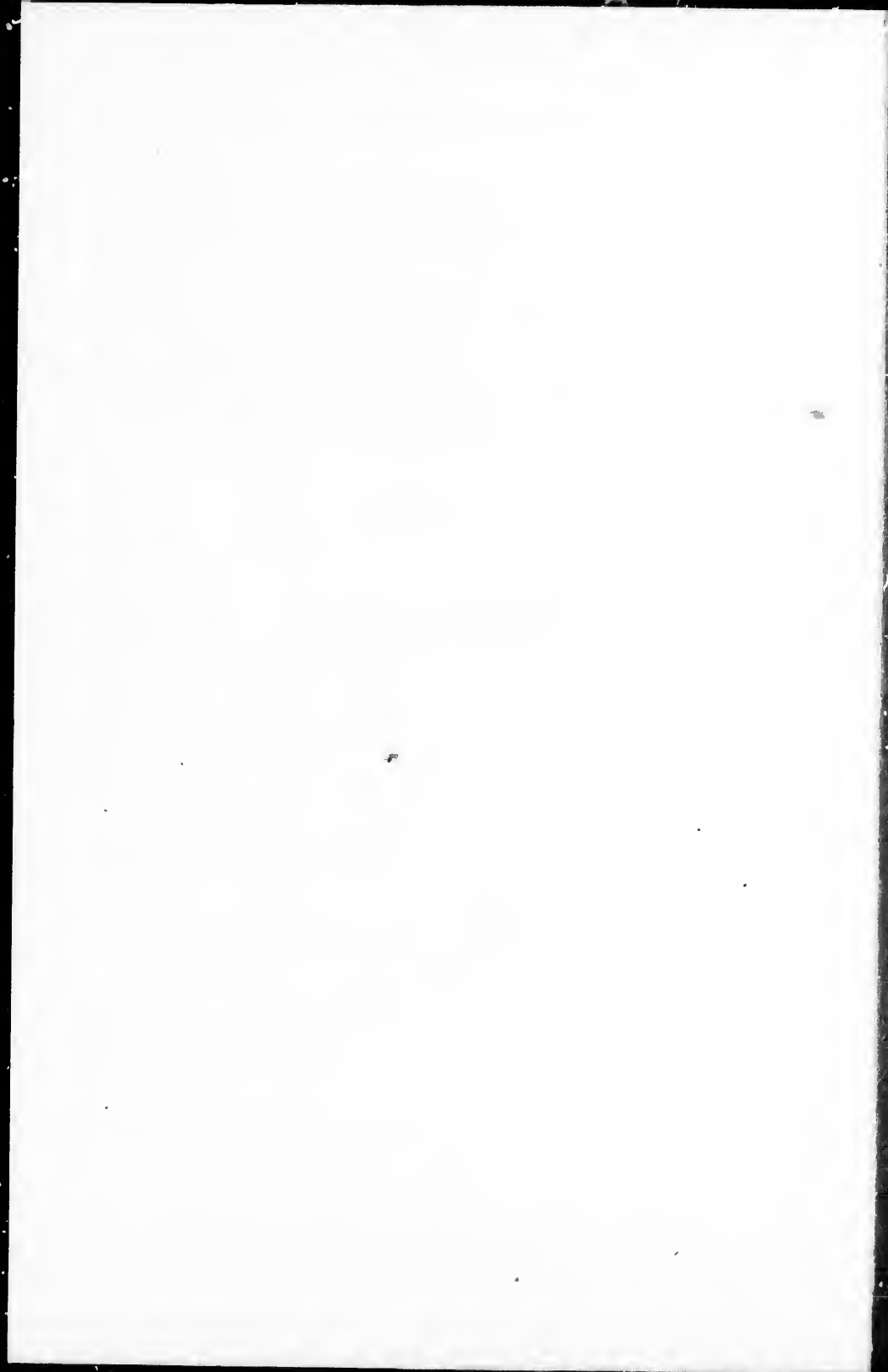
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AN APPEAL

To the Members of the Privy Council, Senators, Members of the House of Commons, and the Constituency of the Dominion of Canada, on the subject of the Route of the Intercolonial Railway.

TO THE READER:

The writer of the following pages has been a close observer of the proceedings in Parliament on the subject in question, and has also followed, with some attention, the efforts of the advocates of different routes to gain, through the medium of the press, that popular sympathy which is, in our day, so potent in its influence upon Legislative and Executive bodies, and apprehending as the result, the danger of an inconsiderate decision which may cause the useless outlay of millions of dollars, he ventures, by means of this pamphlet, to place his views, in a common-sense way, before the influential classes of this young Dominion. He does not intrude his name or station into the controversy, because he prefers to depend for your acceptance or rejection of his views, upon the intrinsic merits of the position assumed. It is of no consequence by whom truth is uttered, its value is the same through whatsoever medium it is disseminated.

Your earnest attention to, and calm consideration of, the arguments used in this pamphlet, are respectfully solicited, and if your judgment approves, it is hoped that your influence will be exerted accordingly.

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INTERCOLONIAL RAILWAY ROUTE.

The discussion of the question of the route of the Intercolonial Railway, which has occupied so much space in many of the Dominion newspapers for some time past, and which has proportionably engaged public attention, has to a great extent assumed, on either side, a purely sectional aspect, and for this reason, if for no other, it becomes the interest of all who have not irrevocably committed themselves to the advocacy of one or another route, to pause, consider, and examine the whole question, lest, through external pressure, inaugurated and accumulated by the efforts of interested parties, the Government should be led to the adoption of a course which might, in the end, result in serious loss and inconvenience to the Dominion.

In entering the arena of conflict on this vitally important question, it is not the intention of the writer to follow in the wake of any of the advocates of Northern, Central, Southern, or any other possible route, but rather to show, by a few simple considerations, the necessity for better and more reliable data than has yet been furnished, before the expenditure of twenty or twenty-five millions of dollars is fully decided upon. Surely the bare mention of the sum involved should be argument enough in favor of deliberation. Without, therefore, expressing any opinion as to whether the North Shore line should or should not be ultimately adopted, I may be permitted to say that the almost indecent haste with which the advocates of that line would urge its positive and immediate acceptance upon the country, is calculated to generate a strong suspicion in any reflecting mind, that they entertain serious apprehensions that it may not gain by discussion and examination. It may be that after weighing well all the various considerations involved, the Northern line may be found the best, but with the information yet obtained it is hard for a disinterested party to come to this conclusion; and surely, if a line of railway,

fully answering all the ends designed by this great work, and costing several millions less than the admitted estimate of the North Shore line can be constructed, that is a worthy consideration, and the bare probability of finding such a line should be a sufficient reason for further exploration.

Now, in order to make my main position clear, I will proceed to place in order before my readers, a few strong points upon which controversy seems impossible. First, as to

DISTANCES.

It will not be denied that economy in constructing, and still more largely in operating, a railway, is largely involved in the question of distance. It cannot be denied, because a single glance at any ordinary map of New Brunswick, and the testimony of all explorers, are sufficient to prove beyond a doubt, that by one route at least, the port of St. John can be reached by the construction of a line of only 301 miles from River du Loup, against 486 miles by the North Shore, thus effecting a saving in distance of 185 miles, between those two important points. I purposely refrain from the introduction of other figures, in this connection, because the point to be established would not be thereby affected. This difference does not apply, in its full extent, to construction, because the present European and North American Railway, between Moncton and St. John, would constitute about 90 miles of the distance by the North Shore route, but the fact is undeniable that the inhabitants of Ontario and Quebec would be able to reach the excellent and always available port of St. John, by travelling 301 miles from River du Loup, by the adoption of one practicable route; whereas by the North Shore or Major Robinson route, they would have to travel 486 miles to reach the same point. Is it necessary to enlarge upon the relative expensiveness of freight and passenger fares? Would it not be insulting to the common-sense of a mercantile people, to spend time in proving what is self-evident, that all the purposes of trade can be much better served, and at much less cost, by the shorter than by the longer line?

It may be argued that the recent proposition, intended as a sort of compromise, emanating from a North Shore source, would very materially diminish the difference in distance to St. John. This must be admitted. It would be folly for even the hottest partizan to deny the fact, but there still remains a sufficient margin to maintain the position assumed. The

Northern Central line, so called, would involve 437 miles travel from River du Loup to St. John, or 136 miles more than the direct course before mentioned.

Now without losing sight of the fact, that the port of St. John presents immense advantages as a point of embarkation for all Atlantic voyages, being always open, never obstructed in the least degree by ice, and always supplied with an abundant tonnage of every class of vessels, with a general ruling of the most reasonable freights of any Atlantic port on this continent, let us consider for a moment how the principle of economy is affected in relation to Halifax. Let it be admitted that the Major Robinson route attains the latter port by 560 miles' travel from River du Loup, and we have a saving of one mile over the shortest Western line proposed, and by adopting the shortest proposed Central route there would be a saving of 64 miles. It is thus apparent that by ignoring St. John and only seeking the shortest Western line to Halifax, the utmost saving is but one mile, and against this slight advantage must be arrayed all the disadvantages, to Ontario and Quebec, of being deprived of the choice of ports, while the Central line would fully accommodate both ports and still save some three score miles' travel. Are these considerations, or are they not, sufficiently weighty to enforce effectually, the reasonable demand for further information before committing the Dominion to the immense expenditure involved? If they are not, perhaps the position may be strengthened by an examination of the nature and extent of the information already furnished. To this end let me ask my readers to take a glance at the

SURVEYS.

"Explorations" is certainly the truthful term to be applied to all past engineering operations in reference to this railway. That there has been any real and reliable survey of any of the proposed routes, is claimed and can only be claimed by interested parties or very ignorant people. The very respectable gentlemen who have been employed in the work would not be thankful to the party who would characterize their hasty explorations as actual surveys, unless indeed the latter term be understood in the vague sense of a mere ocular examination of the surface of the country, with occasional measurements and estimations of difficulties and quantities. In support of the assertion that these were mere explorations, I might quote many public documents in which the terms "Exploration," "Explora-

tory," and "Exploring," are applied to the operations of Major Robinson and his associates, and the worthy Major himself, writing on the subject on 30th March, 1849, expressly declares: "Our object was not to locate the exact line, but to ascertain that there was nothing impracticable in the way, and to ascertain the general features of the country." Any person who will take the trouble to consult Major Robinson's Report, will find that there are several parts of his proposed line which he did not go over at all. If this is not conclusive as to the Northern route, it follows that evidence is impossible in the case. With reference to Mr. Fleming's labors, it is only necessary to say, that in his Report and communications he used the term "Exploratory Survey," and, indeed, such is the very title of the Report itself. It is not essential to the purpose of this article to weigh the merits of the information furnished as the result of a mere "exploratory survey." It will, of course, be more or less reliable according to the carefulness with which the work is prosecuted, and even an actual "location survey" may be valueless if prosecuted by careless or incompetent engineers. It is freely admitted that the Reports of Major Robinson and Mr. Fleming are quite reliable to the full extent of their pretensions, but it is quite apparent that they never intended their calculations and estimates to be regarded as final and irreversable, and hence the inference is inevitable that more yet ought to be done before fully deciding upon the route to be chosen. Now as to the question of choice of route, what I have already advanced appears conclusive against hasty and inconsiderate action; but to make the position still stronger, I will proceed briefly to review the nature of the

ROUTES PROPOSED.

In treating this part of the question, I will adhere to my avowed purpose of proving the propriety and necessity of more careful surveys before deciding upon the location of the line. It may be admitted here, that, connected with every proposed route, there are engineering difficulties, and if the selection of one of them was the question at issue, it could only be decided by carefully weighing all the advantages and disadvantages of each, and accepting that which was found to possess the maximum of the one and the minimum of the other. Happily, however, there is "a more excellent way;" one which, if adopted, will lead to a result which, in one way or another, must prove satisfactory to the great mass of the people of this Dominion. I have already shewn the possibility of con-

structing a line which would bring Quebec within easy distance of the port of St. John, and presuming that this consideration will not be undervalued by any intelligent man, I have only to show that there is good ground for believing that by a thorough examination of the more difficult part of the country through which the Central routes must necessarily pass, there can yet be discovered a means of avoiding the more serious obstructions, and greatly reducing the maximum of the grades. That such a route can be found is the opinion of some of the most intelligent surveyors, who have visited the districts in question. According to Major Robinson, the direct distance from the coast of Nova Scotia to the St. Lawrence is 360 miles, while by any proposed Northern route, the distance from River du Loup to Halifax is about 200 miles more. Amongst the many difficulties to be encountered in the construction of the line by this route, may be mentioned those of the only practicable pass through the Restigouche mountains. Of this valley, that of the Metapediac River, Captain Henderson, who explored the ground, says in general terms: "From the broken and rocky character of this section of country, some portions of this part of the line will be expensive, especially the first twenty miles of the ascent, in which the hills in many places come out boldly to the river, and will render it necessary to cross it in several places." Mr. Fleming, in his report of the survey of 1864, says in reference to the same section of country: "Although the chaining and levels were carried through to St. Flavia, on the shore of the St. Lawrence, a total distance of nearly 100 miles, the line surveyed may be said to terminate at 70 miles north from the Restigouche; from thence northerly the country is only imperfectly explored." "The difficulties met in crossing the Metis Valley, were not anticipated, as they are scarcely alluded to in the reports on the survey made in 1848. Yet my present impression is that they are perhaps the most serious on the Bay Chaleurs route. At a place called 'the Lewis Rocks,' the river takes several sudden twists, and it will be necessary either to form a tunnel through the Lewis Rocks, 1300 feet long, or divert the river. The latter would prove the cheapest, and is recommended. Above this point, for about a third of a mile, the channel of the river will require again to be changed. The works of excavation for about a mile in length, in the neighbourhood of the Lewis Rocks, will be unusually heavy." But, as our object is not to prove the impracticability of this or any other route, it is not necessary to continue quotations, which might easily be multiplied, all tending to prove that the

proposition to adopt, immediately, this or any other explored line, is unreasonable in itself, and exceedingly unjust to the people of the Dominion; and more especially to the population of Ontario, who must bear so large a proportion of the expense; and who, above all other points, have most interest in obtaining the shortest possible line of communication with the Atlantic seaboard. It is very true that each explored line has its own difficulties, and many of them of a very serious character; and there yet remains a part of the Northern line, between the head waters of the Metapediack and the St. Lawrence, which has not even been explored, and of which Mr. Fleming says: "I regret exceedingly that circumstances would not justify me in incurring the expense of continuing the survey in this quarter." Now, without particularising the three or four general routes, and the large number of local divergences reported upon in 1848 and 1864, we confidently assert that a Central or Western line of railway can be constructed, by which the open Atlantic seaboard can be reached at all seasons, without any higher grades, sharper curves or more expensive bridging, than what are found in very many of the existing railways, and at a saving of scores of miles in length; and further, we assert, that the only serious difficulties apprehended, are in crossing the hills in the neighbourhood of the Tobique, in the Province of New Brunswick; and this extensive range has not yet been so thoroughly explored as to enable any engineer to affirm that no favorable pass can be discovered, by which those difficulties may be avoided. Hence, we ought to demand that a thorough examination of that region should be prosecuted before the Government decide to cast aside all the manifest advantages of the more direct route.

It is perfectly natural for the people of the north shore of New Brunswick to desire to secure the railway as near their own domiciles as possible, but perhaps the following consideration has never been properly taken into account, or its value sufficiently estimated. The northern route would not after all touch the main localities of population. In order to make it available for commerce it would be necessary to build several connecting lines, some of them of very considerable length. The little village of Campbelltown on the Restigouche, and the small town of Bathurst on the Bay Chaleur would be touched by the line, but the towns of Chatham and Newcastle on the Miramichi would be still "out in the cold," until connections could be constructed. The same is true of Richibucto, the shire town of Kent County, and in fact the only advantages

that these centres of business would derive from the construction of a northern rather than a central railway, would consist in their being able to connect at a few miles less distance in the one case than in the other. Now let it be borne in mind that all the ridges and rivers in New Brunswick have a general tendency east and west, and while the difficulties of a central route are necessarily increased by having to cross these ridges almost at right angles, the facilities for connecting lines either eastward or westward are thereby greatly increased, hence, as such a trunk line as that contemplated is not for a day or a generation, but for all time, and not for a village or a town or a city, but for the whole Dominion, should not its construction be so ordered, if possible, as to render branch connecting lines from all points not only feasible but easy? This desideratum can only be attained by a Central route; but if, after due examination, it be found impracticable to follow such a route, then all parties must be satisfied with that which is practicable.

THE MILITARY QUESTION.

On the relative value of the different routes for Military purposes, I propose to offer but a very few observations. The whole question lies between the Northern and Western, or, as we may term them, the two Frontier routes. The Central line, proper, it must be admitted keeps more completely clear of objection on this score than any other. If the line is twenty miles from the boundary, surely it is far enough to render an enemy's access to it sufficiently difficult to make its defence comparatively easy, while it might occasionally serve an excellent purpose by enabling our military commanders to throw a heavy force upon an important point on the enemy's lines. But, as it respects the assailability of a line almost touching the land boundary on the one hand, and a line running along the coast of an open sea on the other, it must surely be conceded that the preference is due to the former. It may be made very difficult for a land force to approach a railway at but two or three miles distance; but, in these days of swift iron-clad gunboats it would be a serious matter to protect nearly seventy miles of road running in close proximity to the coast, extending from Campbelltown to Bathurst. It may be said that the Bay Chaleur and the Restigouche River are not accessible to gunboats in the winter season, but that is the very season when in our northern latitudes military operations are all but impossible, when certainly there is no such thing as invasion to be apprehended.

This Military question can furnish no argument against a further and more thorough search for the best practicable route before finally adopting one or other. If it has any bearing upon the question it is all in favor of such a course.

There is one other point upon which it appears necessary to offer a few remarks, and I do it with some reluctance, because of the unpleasant political features of the case. Whether justifiable or otherwise, we know that the representatives of Nova Scotia have assumed a very determined attitude of hostility to the Union, and are preparing for the adoption of energetic means to be released from the compact. They will send representatives to the Queen and British Parliament, the effect of which we cannot foretell. Their efforts may not be successful, but should they succeed in enlisting any considerable majority of the population, or constituency in their favor, it might result in a repeal of the Act of Union, so far as that Province is concerned. Should this most undesirable issue take place, it would be necessary, of course, to construct the railway entirely in the interest of Ontario, Quebec and New Brunswick. The connection with Halifax would no longer form a part of the programme. St. John must be the objective point, and in such a case the people of New Brunswick, would have a right to demand that that port should be reached by the shortest possible route. It would not be fair to an integral part of the Dominion that a road of such magnitude, and the burden of which it must proportionably bear, should be so constructed as to favor the trade of a Province, in some sense its rival, which had spurned the connection so cherished by New Brunswick. None could more ardently deprecate the idea of a rupture with Nova Scotia than the writer, but it is impossible not to see that the existing state of things constitutes a powerful plea in favor of deliberate consideration of the Intercolonial Railway route.

In conclusion, I would ask the impartial reader to remember that the object of this article is to prevent, if possible, the hasty adoption of a circuitous and difficult route, until it is proved that one better adapted to the purpose, and more fully meeting the interests of the whole Dominion cannot be found. I have shown that a direct route, though difficult, yet practicable, has already been explored. That by its adoption a great many miles of travel can be avoided. That the surveys are all of an imperfect character, leaving room for the belief that more careful and extended

explorations will lead to the discovery of a much easier line. That the the defensive properties of the North Shore route, so strenuously urged, are not equal even to those of an inland frontier route; and lastly that the uneasy condition of the Province of Nova Scotia, may lead to issues which would put a new phase upon the whole question, and now I appeal, especially, to the people of the rich and populous, I might call it, the METROPOLITAN Province of Ontario, and to all men of influence and candor in this Dominion; to Senators and Members of the House of Commons; to all magistrates and merchants; in short to every man, to use his and their influence in furtherance of our object. Let us at least have the opportunity of saving, if possible, the unnecessary expenditure of seven or eight millions of dollars.

