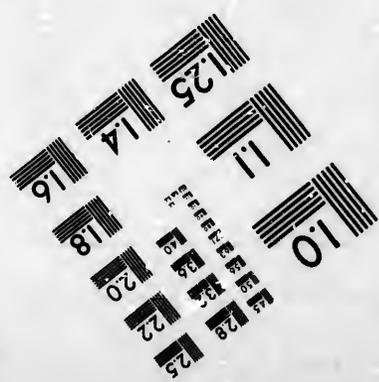
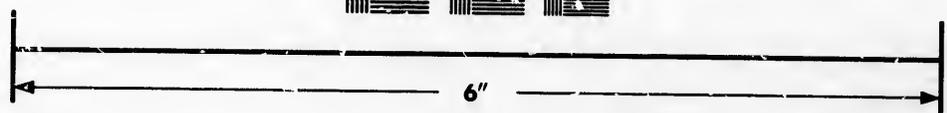
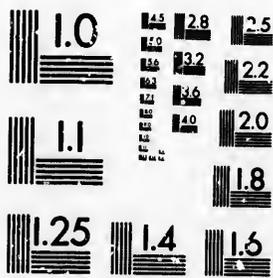


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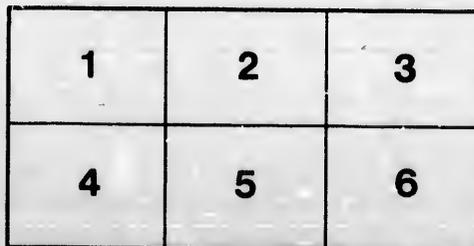
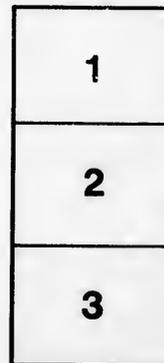
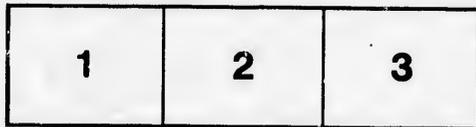
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**MONTREAL**

**Northern Colonization Railway**

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**YEA or NAY?**

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Probably 1868.

JANUARY

1880

1880

T









**MAP**  
— OF —  
**CANADA**

SHOWING THE  
**NEW RAILWAY SYSTEM**  
AND THE  
**NORTHERN COLONIZATION RAILROAD**

AC 178  
**MONTREAL LINK.**

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84

## YEA OR NAY ?

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New York, New Orleans, St. Louis and pre-eminently Montreal seem to be marked out by Nature to be centres of trade. St. Louis at the junction of the Mississippi and Missouri valleys, and New Orleans at the mouth of the great Mississippi river are from their position greatly favored, but Montreal at the junction of the St. Lawrence and Ottawa, with the water drainage of the whole enormous basin of the North West flowing past it, with ocean ships unloading in its harbor, possesses the natural advantages of both those cities.

Such being the case, *other conditions being equal*, trade must centre in Montreal, but care must be taken that other conditions are equal, and that the natural superiority of site of Montreal is not lost by the supineness of its inhabitants. By railways natural disadvantages may to a great extent be corrected and a city not favored by nature may by art be made a centre of trade. The converse also holds good, and if Montreal be not made a centre of converging railroads, as nature made her of converging waters, if the port facilities are not extended and the deepening of the lake is not effected so as to meet the exigencies of the day, her natural advantages will be lost for ever.

Although the chief city of Canada, Montreal has not so many converging railroads as Toronto, or London; the avenues of her trade are in the hands of one great company. A merchant

in Toronto can choose his route for importing or forwarding his goods—the Montreal merchant has no such option. A break in one line of communication may interrupt the whole spring trade of Montreal. A few years ago a whole season's trade was lost. One line has the monopoly of the carrying trade—owned in England and having no ties to this country. Should its interests require it would be justified in discriminating against Montreal, if thereby it could insure a longer carriage over its road. In short the interest of Montreal is to make Montreal a point of trans-shipment, whilst the interest of the Grand Trunk Railway is to pass Montreal and carry freight over its whole line.

There is no desire to underrate the great benefits conferred in the past by the Grand Trunk Railway on Montreal and the country at large. There is no intention to reflect upon its management. It is managed with ability for its owners under difficult circumstances, and there is no reason why the trade of Montreal should be specially favored by that Railway's English owners. It is however evident that the time has arrived when one Railroad can no longer do the work of this City, no matter how efficiently the Grand Trunk Railway may be conducted. There are now more ocean steamers sailing into this port in summer than into any other port in America save New York, and more are coming, and yet the avenues of outlet for goods remain unchanged. We have the same Railroad routes we had fifteen years ago.

Toronto, our great rival in the West is a centre of three important roads, the Grand Trunk, the Great Western and the Northern. The Toronto Grey and Bruce and the Nipissing narrow gauge roads are feeders of lesser importance, but all stretch out to the great North West. The Northern Railway is being pushed on to Sault Ste. Marie and has already reached Muskoka. At Sault Ste. Marie it will touch the Northern Pacific and the Canadian Pacific Railroads.

These facts are painfully evident to the merchants of Montreal. In summer when the navigation is open, goods can be moved forward fast enough, but in the fall and at the close of the season when insurance is high and navigation threatens to close,

goods accumulate here and the shipments of merchants, who avail themselves of the river in summer, are shut out or delayed in a way which could not occur if there were two competing lines of railway. Is it necessary to refresh the memories of our merchants, by referring to the occurrences of last fall to show how easy it is for the Grand Trunk Railway to charge winter prices for transport of goods sent to their stores in the early fall? This grievance is often felt; the Toronto merchant on the other hand has a choice of routes at all seasons for all purposes as well of importing as forwarding. He can import *via* New York and Niagara and receive his goods earlier in the spring than the Montrealer. If there is an unreasonable delay on one line he can choose another. The travellers of Montreal houses are often told that the time goods take to arrive from Montreal more than absorbs any advantage in price. The greatest consumption of imported goods is in the country west of Toronto. The spring trade opens earlier and earlier every year, and the delay in getting goods from Montreal is severely felt by those who buy there when they have to compete with those who buy in Toronto. The spring trade in dry goods and a large part of the fall trade are done by railroad. Let then the natural advantages of Montreal be ever so great, so much of the business of our city must be done by railroad that it is of vital importance that the outlets to the West should be enlarged and multiplied. The same reasoning applies to the East, for it is vital to the spring trade that goods should flow in from the seaboard. This *desideratum* can best be secured by competing lines of railroad. During the last winter the Ottawa and Prescott Railway was blocked with snow whilst the Brockville and Ottawa was clear; next year these conditions may be reversed, but by one channel or the other Ottawa can always be reached. A snow blockade on the Grand Trunk Railway is fatal to our trade.

What then does Montreal require? evidently an optional route to the seaboard, an optional route to touch the Toronto system of railways at the West, and a route to open up the North West and communicate with the two great Pacific roads.

Montreal is at the confluence of the Champlain, the St.

Lawrence and the Ottawa valleys. In the short months of summer she is mistress of the communications of the country, but in the late fall, the winter and the early spring, she is the bond slave of the Grand Trunk Railway.

A new route to the seaboard is fast approaching completion, the Passumpic River Rail Road connecting with the New England railway system and with the Portland and Ogdensburg Road, is complete to Newport; from Newport to Richford the road will be ready for the rails in June, from Richford to West Farnham the South Eastern Counties Rail Road is now running—and the line from West Farnham to South Montreal will be opened probably next year. This route opens up many lines of access to Portland or to Boston and will give our merchants not only a choice of port, but of steamship lines. For if the Montreal Ocean Steamers should run to Boston in connection with the new roads, it is evident that there must be a competing line of vessels run, to feed the Grand Trunk at Portland, and at Boston the Cunard line will then come unto direct competition with the Montreal Ocean Steamship Company—whilst thanks to the connection with so many lines of railroad, rolling stock enough to carry all her winter traffic, with promptness and despatch, will be secured to Montreal.

It is idle to pile up goods in Montreal by increased seaboard facilities, if they are not moved swiftly to the West. We have no wish to accumulate goods here, *we must have another outlet independent of any existing* and this outlet, the second link in the great Railway system now taking shape and substance is to be found in the Northern Colonization Railroad to Ottawa.

Ottawa, now the political capital of Canada, is about to become the centre of a new and grand Railway system. It is not the trade of Ottawa, it is not the fuel of St. Jerome, which is sought to be obtained by the Northern Colonization Railroad for the city of Montreal, it is the great trade of the West and North West which by the Toronto and Ottawa and Canadian Pacific must intersect at Ottawa.

The Toronto and Ottawa Railroad is now open from Ottawa to Carleton Place, the charter has been obtained and the

larger part of the work subscribed to continue it through Peterboro' to connect near Toronto with the Northern and Great Western Railways. Consider what that extension will secure to Montreal. The road will pass through some of the most rapidly improving parts of Canada and will intersect every one of the numerous new railways now branching out to the North. It will cross the Kingston and Pembroke, the Belleville, the Cobourg, the Port Hope, the Whitby and the Northern railways, the last named stretching out with its branches to Collingwood, Owen Sound and Muskoka, and lastly will be in direct communication with the Great Western, thus opening up the whole Western Peninsula and by the Hamilton and Lake Erie railway touching the Great Southern road now building.

The surveys for this Road have been completed, and the fact that the Allans of Montreal have taken up one half of the capital stock, is a pledge of speedy construction, and that the interests of Montreal will not be ignored.

This will be the great Central Railway of Canada, to connect with it will place Montreal once more on a level with her competitors and give her merchants fair play in the West. Surely this is a prize worth fighting for.

Coming now to the third great point, the trade of the North West. Every one must see that the Canada Pacific Railway will sooner or later be built and every one knows that the Northern Pacific Railroad is now being built. The railway from Ottawa is now finished to Pembroke and in a very short time must be finished on to Lake Nipissing, Georgian Bay and Sault St. Marie. At the last named place it will connect with the Northern Pacific and Canadian Pacific railroads. The Northern Pacific, [with a branch from St. Paul to Red River near completion] is fast being pushed forward, and the trade over those lines will also then pivot at Ottawa.

While we are dreaming in Montreal and squabbling over subsidies the rest of Canada is wide awake. There is now no time for delay. The opportunity once lost will never return, and we have now to decide whether the terminus of the Pacific Railroad

is to be at Montreal. The Northern Colonization Road has the Charter and has the land grant. Every thing is ready now to push on with the Road. The land grant is not a note of hand transferrable from company to company at the option of Montreal and *delays are proverbially dangerous*. The ancient Capital, Quebec, has roused itself from its lethargy and the long threatened North Shore Railway is actually being built. Pushing south by the Megantic Railway for a winter seaport, Quebec aims at becoming the summer seaport for the great trade of the West and North West. The Megantic Railroad will intersect the Railroad now being built from Sherbrooke to touch the Maine system and the Europe and North American Railroad at Lincoln, and will give Quebec the option of St. John or Portland for a winter port. *If the North Shore Railway then be continued North direct to Ottawa it will only require the Ocean Steamers to stop at Quebec to cause the whole trade to slip past Montreal*. It is to secure that trade and to prevent Quebec taking by art the position Montreal has hitherto occupied, thanks to her natural advantages, that the railway to Ottawa should be built on the North side, thereby preventing a road direct to Ottawa from Quebec, or at least intersecting it at St. Jerome; thus the Northern Colonization is, so far as Montreal is concerned, the most important link in the whole chain.

It being therefore evidently the case, that Canada is inaugurating a new Railway system, it is necessary for Montrealers to be awake and stirring; their object should be to place their City in the centre of that system as it is in that of the water communications of Canada, it is moreover necessary that these new avenues of trade should not fall into the hands of those who have secured for their own benefit all the present railway outlets to the city. It is essential that this new system be a national Canadian system owned by the people of Canada, managed by Canadians, having the interests of the country at heart, with men at its head who having all their interests centred in Montreal will take care that Montreal is properly represented. With Toronto on the west and Quebec on the east ready to combine to secure the downfall of our

city, it behoves us that we should seize on this main link of the chain by taking in the name of our city largely of its stock and holding it in such a way that the control of the Northern Colonization road can never be wrested from us.

But while this system is so vitally important to us, it unfortunately happens that the main link in the chain passes through poor municipalities, and hence it is that the burden falls heavily upon us. From Ottawa the railway must be built by Government to Sault Ste. Marie, from Ottawa to Carleton Place it is already built, and whilst from Carleton Place to Toronto the road passes through rising towns and wealthy municipalities which can aid in its construction, from Montreal to Ottawa we must ourselves bear the greater portion of the burden, for Montreal must become the centre of trade—not we repeat of the trade in firewood but of the enormous trade of the West and North West.

#### QUESTIONS.

Is the rental from real estate likely to increase if Montreal remains quiet during the present railway movement?

Are any of the parties advocating rival schemes more interested in Montreal than the promoters of the Northern Colonization Road or more interested in the speedy completion of a road to Ottawa on the North Shore?

Is it not probable that while we squabble over a land grant which we cannot influence, and haggle over a subscription which will secure control of the road that the trade we seek way by ship past us?

If we defeat this By-Law do we not play into the hands of the inhabitants of Toronto and Quebec, and should the road to Ottawa not be built, would it not be well for Montreal merchants to provide for branch houses at Toronto to sell goods, and at Quebec to attend to the trans-shipment of their importations?

