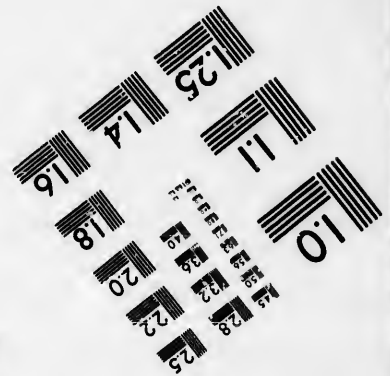
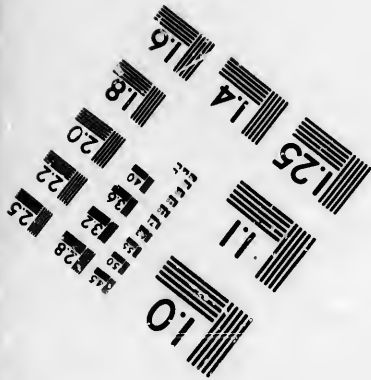
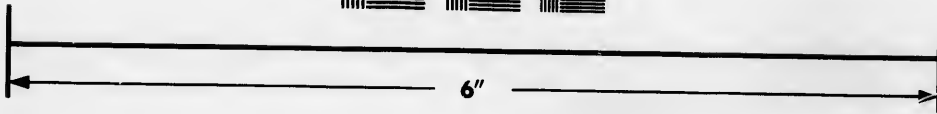
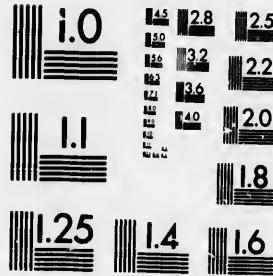


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

10
11.6
18
20
22
25

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

10
11.6
18
20
22
25

© 1986

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/
Couverture de couleur
- Covers damaged/
Couverture endommagée
- Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée
- Cover title missing/
Le titre de couverture manque
- Coloured maps/
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
- Bound with other material/
Relié avec d'autres documents
- Tight binding may cause shadows or distortion
along interior margin/
La reliure serrée peut causer de l'ombre ou de la
distorsion le long de la marge intérieure
- Blank leaves added during restoration may
appear within the text. Whenever possible, these
have been omitted from filming/
Il se peut que certaines pages blanches ajoutées
lors d'une restauration apparaissent dans le texte,
mais, lorsque cela était possible, ces pages n'ont
pas été filmées.
- Additional comments:/
Commentaires supplémentaires:

- Coloured pages/
Pages de couleur
- Pages damaged/
Pages endommagées
- Pages restored and/or laminated/
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- Pages detached/
Pages détachées
- Showthrough/
Transparence
- Quality of print varies/
Qualité inégale de l'impression
- Includes supplementary material/
Comprend du matériel supplémentaire
- Only edition available/
Seule édition disponible
- Pages wholly or partially obscured by errata
slips, tissues, etc., have been refilmed to
ensure the best possible image/
Les pages totalement ou partiellement
obscurcies par un feuillet d'errata, une pelure,
etc., ont été filmées à nouveau de façon à
obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The copy filmed here has been reproduced thanks to the generosity of:

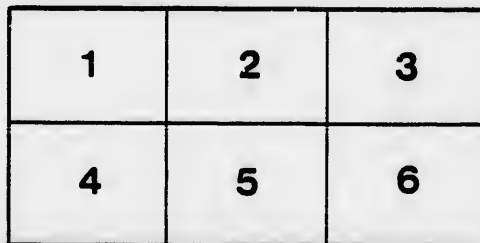
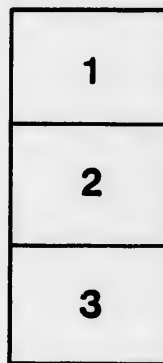
New Brunswick Museum
Saint John

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

New Brunswick Museum
Saint John

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

errata
to

pelure,
n à



32X

NE

GL

1845
34
PROSPECTUS

OF THE

NEW-BRUNSWICK RAILWAY,

FROM THE

CITY OF SAINT JOHN

TO THE

CITY OF FREDERICTON,

AND THENCE TO THE

GRAND FALLS OF THE RIVER SAINT JOHN.

SAINT JOHN, N. B.

PRINTED BY HENRY CHUBB & COMPANY, COURIER OFFICE.

1845.

RECEIVED

1870

THE

OF

AND

THE

THE

THE

From

Ca

O
Ste
this
and
cour
as w
rica
cutt
side
Por
this
exp
lish
wh
imp
one
Citi
the
the
par
pro
the
the
two
dist

PROSPECTUS

OF THE

NEW-BRUNSWICK RAILWAY,

From the City of Saint John, in the Province of New-Brunswick, to the City of Fredericton, on the River Saint John, and from thence to the Grand Falls of the River; with power of establishing Connecting Branches from any part of the Province, as also of plying Steam Vessels on any part of the River Saint John or its Branches, and on such of the Lakes as the Company may deem desirable.

**Capital, £1,500,000, in 30,000 Shares of £50 each;
Deposit, £3 per Share.**

Owing to the River Saint John not being navigable for Steamers from the City of Fredericton to the Grand Falls in this Province, it has been attended with enormous expence and labour in conveying merchandize to the thickly settled country between the City of Fredericton and the Grand Falls, as well as to a large population of British Subjects and American Citizens above the same, and to Lumberers engaged in cutting and getting out Timber. When it is taken into consideration that the chief part of the Timber shipped from the Port of Saint John to the Mother Country is procured from this part of the Province, it is easy to conceive what a vast expence and labour would be saved, were a Railway established and Steam Boats put on the River above the Grand Falls, where it is navigable for Steam Vessels through a fine and improving country for about one hundred miles, settled on one side by British Subjects and on the other by American Citizens; and indeed here it might be more advantageous for the Company to establish a Branch of the Railway leading to the River Saint Francis, than by placing Steamers on that part of the River Saint John; but either can be done with profit to the Company. A Steamer could also be placed above the Falls, to ply on the River to the Madawaska River, and thence up the said last-mentioned River, a distance of twenty-two miles, to Lake Temiscouata; thence up the Lake, a distance of fifteen miles, to a good Road, of thirty-six miles,

across the Portage, to River du Loup, on the River Saint Lawrence, which would secure all Passengers from Canada.

It is only necessary to refer to the Map of that part of the country through which the contemplated Line is intended to pass, to be convinced of the importance of the project;—and by the accomplishment of this great object, thousands and thousands of valuable settlers would resort to this part of the country, who are now only deterred from so doing by the difficulties incurred in ascending the said River, and of getting their supplies from Saint John, and making returns of the produce of the land.

The Town of Woodstock is situated about sixty miles above the City of Fredericton, and is now a very large Settlement, and is the Shire Town of the County of Carleton, through which the contemplated Railway will pass, and to which Town very large quantities of Merchandize are annually transmitted from the City of Saint John, for the consumption of a thickly populated country around;—and as Houlton, a large Settlement in the United States, and a garrisoned Town with extensive Barracks, is within twelve miles of Woodstock, it would with more facility obtain a supply of Merchandize from Saint John by means of the Railway, than in any other way.

At the Grand Falls there is already a considerable Settlement, and at this place Government are about erecting Barracks for the accommodation of Troops, where it is expected a Garrison will be stationed for the protection of the Frontier of that part of the Province,—at this place there is now a detachment of soldiers constantly on guard; and as a Town Plot has already been laid out, there can be no question of a large Town being built there, if the Railway be got into operation.

By means also of the Railway the Grand Falls may be brought within eight or nine hours' reach of the City of Saint John—one of the most flourishing Commercial seaport towns of British North America. The grandeur of the Falls, the fertility of the country around, and the picturesque scenery of one of the finest Rivers in America, would no doubt attract an immense number of visitors annually, from which much profit must accrue to the Company; and the City of Fredericton, being the Capital of the Province, would, necessarily, occasion a good deal of passing and re-passing on the Railway from the country above.

As th
the Cit
there a
this Co
to exte
a line o

It o
Halifa
best co
of Sain
and sa
at all s
'Saint
from C
pany's

The
Falls,
the R
veral
situati
averag
is est
£400,
includ
the G
City o
run, v
tion t
Steam
to pu
estim
suffic
doub
a pro
vent
will g
per
into
sum
annu
Rive
whic

As the River Saint John is navigable for Steam Vessels from the City of Saint John to the City of Fredericton, and on which there are now Steamers plying nightly and daily, the object of this Company is to commence the Railway at Fredericton, and to extend it to the Grand Falls, and afterwards to connect it by a line direct to Saint John.

It ought here to be observed, that if the contemplated Halifax and Quebec Railway should be undertaken, it could best come in connection with this Company's Line at the City of Saint John, by a line from Halifax *direct* to some convenient and safe Harbour on the Bay of Fundy, accessible to Steamers at all seasons of the year, thence by Steam Boat to the City of Saint John, a distance of about thirty-five miles; and the line from Quebec could again come in connection with this Company's line at the Grand Falls.

The distance from the City of Fredericton to the Grand Falls, by the Post Road, is 136 miles, but the line by which the Railway will probably run must shorten the distance several miles; taking, then, the distance at 130 miles, and the situation of the country through which it will pass, and the average cost of Railways per mile in the United States, it is estimated that £500,000, Currency of this Province, or £400,000 Sterling, will be the outside cost of the Railway, including Cars and Engines, from the City of Fredericton to the Grand Falls; and the distance from Fredericton to the City of Saint John, by the line that the Railway will probably run, would be about sixty miles;—and taking into consideration the probable expence of Branch Railways, and also of Steam Vessels, which the Company may find it advantageous to put on different parts of the River as well as Lakes, it is estimated that the Capital of £1,500,000 will be more than sufficient to accomplish the whole—and there can be no doubt, in the mind of any reflecting person, of its yielding a profitable return to the Stockholders. But in order to prevent the possibility of loss to the Company, the Province will grant to the Company a Bonus of from £10,000 to £15,000 per year, for five years from the time the Railway is got into operation from Fredericton to the Grand Falls,—which sum was contemplated by the Legislature to be appropriated annually towards the improvement of the navigation of the River Saint John, between Fredericton and the Grand Falls, which would be rendered uncalled for, if the Railway be

re-established; and the Province will also give to the Company full permission to carry the Railway through and over un-granted Lands gratis, and all Timber and Materials that from such Crown Lands can be procured for the work, as well as Grants, in blocks, of ungranted Lands that the Company may require at the several Stations of the Railway.— Moreover, individual Land-owners will without doubt cheerfully give the Land required for the Railway, for the sake of having it pass through and increase the value of their property; and as the Railway will be carried through a Country surrounded with valuable Timber suitable for the purposes of the work, it may be accomplished at a far less expense than in England, and even than in the United States. The Fuel also required for working the Engines can be supplied at a very trifling cost along the line, at the different Stations that may be appointed by the Company.

The population of the Country through which this Railway will pass, and of that above the Grand Falls, of British Subjects, who are chiefly engaged in Merchandize, Lumbering, and Agriculture, exceeds forty thousand;—the population also of the American Territory, there carrying on Lumbering to a vast extent, who have no means of getting their Timber to market save by the River Saint John, will then, by this Railway, be able to obtain their Supplies from the Port of Saint John at a far more moderate cost than from any other source; which clearly shows the great importance of the project.

The great object of this Company is to get the Railway completed between the City of Fredericton and the Grand Falls as soon as possible, and that the work should commence as early in the ensuing Spring as circumstances will admit, not doubting that the Legislature of the Province will, at its next meeting in January, grant all the facilities in support of the Company before set forth.

A Bill for Incorporating the Company, embracing all the foregoing objects, will be laid before the Legislature for enactment at its meeting in January next, and will no doubt pass without opposition. The Bill will give power to the Company to commence operations as soon as £300,000 of the Stock is taken up, and to make such Bye-Laws and Regulations as may be deemed necessary for the good government of the Company.

A fair
Compa
hereun
extent,
tion.

In th
the Sto
are the
their n

SCHE

As estj
and t
to th

10,000
Gran
whic
Rail
34s.

Way F
25,000
pres
Downv
Bonus
five

Add to
Also fr

Prospe
Office
licitors
Office
of Sai

S

A fair calculation of the annual profits to be derived by the Company from this Railway will be seen by the Schedule hereunto annexed, and which will be increased to a great extent, annually, after the Railway is once got into operation.

In the Province of New-Brunswick a large proportion of the Stock will be taken up by Capitalists, convinced as they are that it will prove a most advantageous investment of their money.

SCHEDULE OF THE PROBABLE AMOUNT OF ANNUAL INCOME,

As estimated for the Transportation of Merchandize, Passengers, and various Products on the proposed Railway from Fredericton to the Grand Falls.

10,000 Tons of Freight, from Fredericton to the Grand Falls, is considered as a moderate estimate, which now costs £4 per Ton; but say by the Railway, 3d. per Mile, makes to the Grand Falls, 34s. per Ton,	£17,000
Way Freight, at the same rate per Mile, estimated at 5,000	5,000
25,000 Passengers, at 20s. each, (50s. each being the present rate,)	25,000
Downward Freight, say not less than	7,000
Bonus from the Province, say per Year, for the first five Years,	10,000
	£64,000

Add to this what may be given for carrying the Mails,
Also from Government for conveying Troops,

Forms of application for Shares, and Copies of the Prospectus, with a view of the Plan, may be obtained at the Office of Messrs. GILBERT, HOOKE, STREET & GUTTERES, Solicitors, Philpot-lane, Feuchurch-street, London, and at the Office of Messrs. STREET & WARDLAW, Solicitors, in the City of Saint John, New-Brunswick.

Saint John, New-Brunswick, September, 1845.

and we, the undersigned, do hereby certify, that we have carefully perused the foregoing Prospectus of the contemplated Grand Brunswick Railway, from the City of Saint John to the Grand Falls of the River Saint John: and we have no hesitation in saying, that, in our opinion, the advantage to the Country, and to the Stockholders, set forth in the Prospectus, will be fully realized. And we do further certify, as our firm belief, that the Legislature will, by enactment, grant to the said Company the aid and assistance mentioned and set forth in the said Prospectus.

JOHN S. SAUNDERS, *Member of the Executive and Legislative Councils, and Secretary of the Province.*

THOMAS BAILLIE, *Surveyor General of the Province.*

GEO. SHORE, *Member of the Legislative Council, and Adjutant General of the Militia of the Province of New-Brunswick.*

GEO. FRED'K. STREET, *Member of the Executive and Legislative Councils, and Solicitor General of the Province.*

W. H. ROBINSON, *Member Legislative Council.*

CHARLES SIMONDS, *Member of the Executive Council, and one of the Representatives of the People.*

W. B. KINNEAR, *Member of the Legislative Council.*

L. DONALDSON, *Mayor of the City of Saint John, N. B.*

B. ROBINSON, *Treasurer of the Province.*

W. H. STREET, *Member of the House of Assembly.*

J. R. PARTELOW, *M. P. P. for the County of Saint John.*

J. WHITE, *High Sheriff of Saint John.*

A. SMITHERS, *Manager of the Bank of British North America, St. John.*

ALEX. BOYLE, *M. D.—F. R. C. P. Edin.—Surgeon to the Forces, H. P.*

I. WOODWARD, *ex-Member of the Assembly.*

JAMES TAYLOR, *Member of the House of Assembly.*

EDWARD L. JARVIS, *Merchant, Saint John.*

EDWARD ALLISON, *Merchant, Saint John.*

T. L. NICHOLSON & CO., *Merchants, Saint John.*

ROBERT BAYARD, *M. D. and D. C. L.*

L. H. DEVEBER & SON, *Merchants, Saint John.*

ROBERT RANKIN & CO., *Merchants, Saint John.*

JOHN KERR & CO., *Merchants, Saint John.*

JAMES ALEXANDER, *Merchant, Saint John.*

CROOKSHANK & WALKER, *Merchants, Saint John.*

THOMAS EDWARD MILLIDGE, *Merchant, Saint John.*

WILLIAM CARVILL, *Merchant, Saint John.*

ESTEY & BLACK, *Merchants, Saint John.*

ADAMS & KETCHUM, *Merchants, Saint John.*

THOMAS R. GORDON, *Merchant, Saint John.*

OWENS & DUNCAN, *Merchants, Saint John.*

PARKS & HEGAN, *Merchants, Saint John.*

DOHERTY & McTAVISH, *Merchants, Saint John.*

ave care-
emplated
n to the
no hesi-
ge to the
spectus,
our firm
at to the
set forth

vs Councils,

ant General
mswick.
lative Coun-
rovince.

d one of the

ca, St. John.
forces, H. P.

ile of LBA
mon 14

and 1-10
to admit
to admit
to admit

