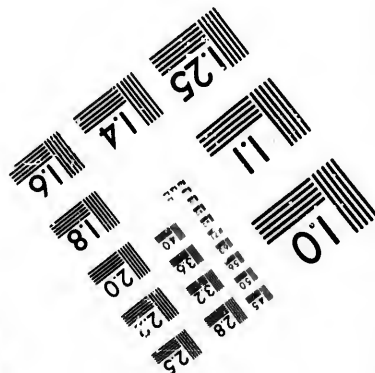
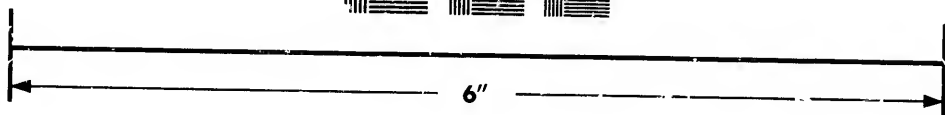
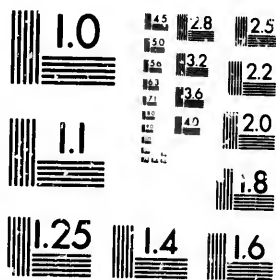


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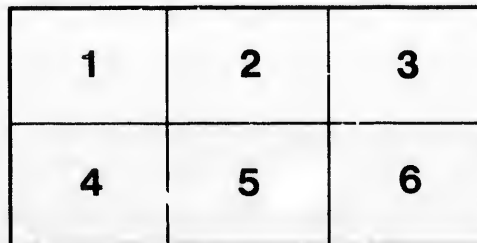
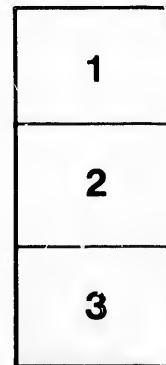
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----- C.P.R. -----
A LECTURE

DELIVERED BY

ALFRED WHITEHEAD, Department of Transport



AT THE

Mechanics' Institute, Woodstock,

APRIL 7, 1869.



WOODSTOCK, N. B.:

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LECTURE.

Mr. President, Ladies and Gentlemen :

In order for there to be a Missing Link, there must necessarily be a chain, or parts of a chain, in existence, in thought, action or substance, and when this method of reasoning is applied to the construction of Railways, it might be very fairly affirmed that they produce a necessity for their own construction. If a country once commences, and actually constructs, a Railway, no matter how short it may be, and at once, though trade may in other parts of the country be fully up to the common standard, yet the commercial pulse will seem to beat slower in all parts, except that convened by the Railway, upon the same principle that everything is made to appear great or small, fast or slow, by comparison with something greater or smaller, faster or slower, than itself. In other words, let a country build a Railway from one centre of trade to another, and a Missing Link is at once discovered, in the necessity for its extension to another business centre, extend it to that, and two or three more Missing Links are actually produced, and that country cannot again be brought to a perfect equipoise in commercial matters until Railways are extended into all its channels and sources of business. Thus it is with this Province.

On the fifth day of October, 1835, the first Railway meeting which was ever held in the Province, was convened at St. Andrews, for the purpose of forming a Company, which was called "The Saint Andrews and Quebec Railroad Association," having for its object the construction of a Railway between the Town of Saint Andrews and the City of Quebec. Hon. James Allanshaw was elected Chairman; Thomas Wier, Esq., Deputy Chairman; Harris Hatch, John Wilson, James Rait, Samuel Frye, and John McMasters, Esquires, were chosen Committee of Management; and Adam Jack, Esq., Secretary and Treasurer. These excellent men have long since "gone to their rest." I mention

their names with the deepest reverence, as I look upon them as being the Pioneers and founders of Railways in this Province; and at this early day in the history of Railways, seemed almost to have prophetic knowledge of the best method of applying them to the use and requirements of the British North American Colonies. At this early day in the history of Railways, I repeat.

In order to give you a correct idea of how early it was in Railway history that these enterprising men first undertook to construct a Railway in this country, allow me to refresh your memory a little in early Railway history. The first knowledge I can obtain of Railways is, that a gentleman of the name of Beaumont, some time between 1602 and 1649, first made use of wooden rails in the coal mines at Newcastle, in England, which, like many Railway speculations since that time, proved ruinous to the projector. Says the Historian, "He ventured into our mines with his £30,000, within a few years, he consumed all his money and rode home upon his light horse." After this, wooden rails were used in the mines, more or less, up to 1676, when cast iron rails were first introduced, and at this period a number of cars were first coupled together in one train. In 1802, Messrs. Trevithick & Vivian obtained the first patent for the application of steam to propel carriages on Railways in England; up to this time it had all been done with horses. Then arose the difficulty of traction. The idea of the adhesion of the wheels to the rail did not occur to them as being sufficient resisting force for necessary purposes in this respect, and they experimented on this matter in various ways. In 1811 one Mr. Blenkinsop, of Middleton, near Leeds, invented a toothed Rail, in which a cogwheel attached to the Engine, played, which seemed to obviate the difficulty in rather an objectionable way, on account of its liability to derangement. In 1813, one Mr. Brenton, of Butterly, England, invented a locomotive with two legs behind, with large feet to prevent them from sinking into the earth, these legs were connected to the Locomotive by levers, moved by cranks, and at each revolution of the crank the legs would be drawn forward, and then extended again, impelling the Locomotive forward like the use of a walking stick. In 1814, George Stephenson first began to experiment on the Locomotive, and the idea of their great weight producing a powerful adhesion of the iron wheels to the iron rails, giving resistance enough not only to move the Locomotive in the direction in which the wheels were turning, but to move

Adm. Jack. Secy. 70.407
 but we have long since "gone to their rest." I mention

a heavy train besides, was very soon obtained by him, when this great difficulty in propulsion was overcome. In 1815 maleable iron rails first came into general use. In 1820, Mr. Berkinshaw, of Beddington Iron Works, England, first invented machinery for pressing rails, and obtained a patent for the invention. In the spring of 1829, when the Liverpool and Manchester Railway was nearly completed, Locomotives and their utility was yet so questionable, that the Directors had not decided what power they should employ to convey merchandize over it. A deputation, appointed by them in 1828, had examined the motive power on the most improved Railways, and returned without being able to decide whether to recommend stationary or Locomotive Engines, or horses. However, in 1829, having previously decided that, from the great amount of traffic anticipated upon the line, horses were inadequate, the contest then came between the Locomotive and fixed Engines, consequently the Directors came to the conclusion, on the 20th of April, 1829, to offer a premium of £500 for the best Locomotive Engine, subject to the following stipulations and conditions: The Engine must consume its own smoke, and must not exceed six tons in weight, with water aboard, and if of the maximum weight of six tons, must be able to draw a train on a well constructed Railway, on a level plane, of the gross weight of twenty tons; and lighter Engines were to draw trains of proportional weight. The Engine and boiler must be supported on springs and rest on six wheels, &c., &c.

Subsequently, the 6th of October was fixed upon for the day of trial. Four Engines were entered—the “Rocket,” Mr. Robert Stephenson, the “Novelty,” Messrs. Braithwaite & Ericson, the “Sanspareil,” Mr. Timothy Hackworth, the “Perseverance,” Mr. Burstall. They had to run 70 miles on the Liverpool and Manchester Railway, at a rate of speed not less than ten miles an hour. The prize was won by Mr. Stephenson’s Engine, the “Rocket,” of four tons five hundred pounds weight, with water aboard. The whole train weighing seventeen tons, having performed the journey of seventy miles, at the rate of fifteen miles per hour. This was owing to the improved principle on which Mr. Stephenson’s Engine was constructed, he having then first brought into use the tubular boiler, and other equally valuable improvements. This test decided the fate of the Locomotive Engine. Since then, thanks to George Stephenson, it has been considered the best means for the pro-

pulsion of trains over Railways which has yet been discovered.

This will recall to your minds the state of Railways in England in 1829, which shews them just in their infancy. Only six years afterwards, we find these gentlemen in Saint Andrews grappling with the enormous task of building a Railway from that Town to the City of Quebec. We will now follow the proceedings of this most enterprising Association, and see what their labours resulted in.

Immediately on the formation of the Association, they appointed a Committee to wait on Sir Archibald Campbell, then Lieutenant Governor of this Province, to solicit his sanction, and patronage. His Excellency said "he fully appreciated the zealous spirit of the enterprise which prompted such an undertaking, which could not fail to be highly beneficial to the British Provinces, commercially, and in many other respects."

An exploration was immediately ordered to be made, of the route, which was reported favourably upon. The public opinion of this Province was strongly in favour of the project. The Association took the earliest opportunity to consult the Government and people of Lower Canada in the matter, and sent as a deputation for that purpose, Harris Hatch, John Wilson, James Rait, and John McMasters, Esquires, who were to go to Quebec early in December, and submit their proceedings to Lord Gosford, then Governor General, who gave it his approval and support. The Canadian Legislature at once passed resolutions approving of the scheme, and agreed to concur with the New Brunswick Legislature, in any measure they might adopt, to advance the interests of the undertaking. The inhabitants of Quebec and Montreal took a warm interest in the enterprise, and signed petitions to the King for aid. The Boards of Trade of both Cities joined the Association as members, and appointed some of their friends in London to act in concert with a delegation from this country. On the 15th of April, 1836, the delegation to England addressed a letter to Lord Glenelg, enclosing the petitions for aid, and expressing their full expectation that the prayer of the same would be complied with. On the 23rd of April, they received a reply from His Lordship, by his Secretary, which gave them the gratifying information, that the petitions had been laid before the King, who "was pleased to receive them very graciously," and "commanded that immediate measures be taken to ascertain to what extent it would be possible for

His Majesty to promote the petitioners object, to which His Majesty attached the highest importance." The next letter was written by the Deputation to Sir George Gray, dated the 5th of May following, in reply to one from him, dated the 4th of May, in which they said, "we have the honor to acknowledge the receipt of your letter of the 4th instant, conveying to us the gratifying information, that our application for a sum of money not exceeding £10,000, to be expended in the exploration and survey of the proposed line of Railway from St. Andrews to Quebec, had been granted." A survey was immediately ordered of the line, if not by the British Government, it was under its sanction and patronage, indeed so much so, that Colonel Yule of the Royal Engineers, was appointed to take charge of the Survey, and on the 10th August, 1836, the British Government paid £2,000, the first instalment of the £10,000 granted towards the survey. Colonel Yule, in the mean time, proceeded with his survey, and his reports, from time to time, left no room to doubt that his labours would be crowned with complete success, and a practicable line be obtained. But such, unfortunately, was not to be the issue of this most laudable and valuable enterprise. That unfortunate Missing Link in British diplomacy, in the settlement of the Boundary question between the State of Maine and this Province, which deprived us of a most valuable portion of our country, began to be agitated in the spring of 1837, and the Government of the United States called upon the British Government to cease further operation on the proposed Railway, until such settlement was effected. On the 3rd day of July, 1837, Lord Glenelg gave the Association notice by letter, that the British Government had abandoned the undertaking, in consequence of the Boundary dispute, and requested them to cease further operations until it was decided to whom the territory through which it was to pass belonged. The Boundary line had been previously mutually agreed upon as far north from the head waters of the St. Croix River, as Mars Hill, from which point the British Government claimed that it should run a westerly course, following a chain of highlands, between the head waters of the Penobscot and Kennebec Rivers, and of the St. John, extending to the highlands at the source of the Chaudiere River. Hence it was that Colonel Yule turned at a point a short distance north of Mars Hill, and ran a course N. 76° W. until he crossed the Restook River; thence in as direct a course as the nature of the country would permit, to Que-

bec, the point of destination. The United States contended that the Boundary Line should continue a true north course until it struck the highlands between the head waters of the Restigouche River and the Rivers running into the Saint Lawrence; thence following the chain of highlands dividing the head waters of the tributaries of the St. Lawrence from the Restigouche, Madawaska, and Waloostook (or main St. John) waters, in a westerly course, to the source of the Chaudiere River. And, on reference to the maps of the State of Maine and New Brunswick, it will be seen that by the compromise made in the settlement of the Boundary question, Maine received "the Lion's share," which left the survey made by Colonel Yule totally within that portion of territory which had to be yielded to the United States.

Now let us review the disastrous results of this calamity, to this Province, not taking into account the loss of about one-fifth part of its territory. But in the loss of this most important engine of trade and commerce, the projected Railway, who can imagine the effect this Railway would have had on this country, had it been in operation for the last quarter of a century? what seer so wise as to view this Province with prophetic vision, and tell of its prosperity to-day? It would be easy to imagine St. Andrews being the great Atlantic shipping port for the Canadas, instead of their shipping being done to the seaports of a foreign nation; it is also easy to imagine the millions which has been expended in conveying the English mail through the United States during that space of time, going into the hands of British subjects instead of foreigners. But who can estimate the increase of our population and commerce, and the development of all our natural resources? I believe that had this enterprise been carried on to successful completion, to-day our population, instead of but a little exceeding one-third, would have fully equalled that of Maine; that all the Missing Links in our Railway system would ere this have been filled up; that even far off Restigouche would have been reached by the iron bond, and the increase in our population and commerce, and the development of our agricultural and other valuable resources, and all the industrial enterprises of the country, would have paid for all. Had the Boundary question been settled before 1835, as it should have been, although it might have taken the same course which was finally decided upon, we would have had the Railway, because Great Britain had moved in the matter. She did not appear to be so much afraid of our American

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neighbors in 1835, as some parties in high positions would
fain make us believe she was in 1868; so much so, that
she would influence the location of the Intercolonial Railway
by the North Shore of this Province, for fear of them. The
only question with her has ever been whether or not she
owned. And owning, she has always dared to defend.
The bayonets of an enemy has no terror for the British
soldier, but British statesmen respect and defend, not only
the rights of individuals, but of nations. Hence the cause
of the abandonment of this enterprise.

In the year 1845 sprang up the great Railway mania, when
the whole world seemed mad about their construction. In
this year a North Shore Railway was first advocated, which
began to draw the attention of the British Government in
that direction, as well as English capitalists, which gave an-
other shock to the St. Andrews and Quebec scheme. Yet
although all those—as it would seem—almost insurmounta-
ble difficulties presented themselves, these persevering men
pushed their way onward through every discouragement,
and in this memorable year, although a competing line by
the North Shore was being strongly agitated, the late John
Wilson, Esq., of Chamecock, to whom is due a large share of
the credit for the existence of "The St. Andrews & Quebec
Railway, (the name of which has since been changed to "The
New Brunswick and Canada Railway") with that indomitable
pluck which he has always shewed in the cause, succeeded
once more in reviving an interest in the road by the capital-
ists of England, by representing the advantages St. Andrews
possessed over any other Atlantic seaport, in point of dis-
tance and otherwise, as a shipping port for the Canadas.—
In 1848 they commenced the construction of the Road in
good earnest and in 1851, the first Locomotive was placed
on the track in St. Andrews, being the first in the Province.
Thus it was that they pushed the road along from time to
time through alternate hopes and fears, advantages and dis-
advantages, and I need not detail to you this evening the
trials its promoters passed through from this period to 1860,
when it was completed to its present terminus at Richmond,
but suffice it to say their difficulties were many and arduous.

I feel certain you will pardon me for referring so length-
ily to the history of this Railway, when I recall to your minds
that no undertaking has been entered into in this Province
so necessary to the country's progress and welfare which
has been carried on under such trying circumstances, and
where so much of the real perseverance and energy, which

makes a country, has been exhibited by its promoters. Also that it is not only the Pioneer Railway, but it was the beginning of a chain which has been the means of uniting those two noble rivers, the St. Croix and St. John, in the bonds of commercial wedlock, and has served to point out many of the missing Railway links, which are now being speedily filled in, much to the country's advantage.

In 1849 a plan was propounded by which it was intended to connect the cities of New York and Boston, with Halifax, by a Railway stretching across the State of Maine, the Provinces of New Brunswick, and Nova Scotia, having for its principal object the shortening of the ocean passage to Europe. This occasioned the memorable Portland Convention on the 31st of July of that year, at which it will be remembered, our present greatly esteemed Lieutenant Governor, charmed our American neighbours with his eloquence.

The line then projected was designated the "European and North American Railway" portions of which were soon constructed, not only in the United States, but a section of it was built in this Province, extending from the City of St. John to Shediac. Thus you see, our Railway chains have been produced, section by section; and as each section is completed the missing links multiply. St. Stephen and Woodstock requires a connection with the New Brunswick and Canada Railway. This would produce an absolute necessity for the construction of that portion of the European and North American, between the New Brunswick and Canada Railway, and the City of St. John, and that other portion from Shediac, to the Nova Scotia boundary. Then Fredericton requires a branch; the North Shore wants a Railway extension; another to the Albert County mining district is indispensable;—but how do all these missing links progress? let us see! In 1863 St. Stephen, with commendable energy, first leads off in the van, and in 1866 their road was opened for traffic; it was also in 1863 that the energetic E. R. Burpee first agitated the construction of that portion of the European and North American Railway extending from St. John to Bangor, which I am happy to be able to say will result in its construction, and from the progress which has already been made in the work, I have no doubt that, before the close of the present year, that portion of the line extending from St. John to the New Brunswick and Canada Railway will be opened for traffic. In 1865 the people of Woodstock entered upon their task, which resulted in their road being opened for public use in September, 1868.

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In 1867 Mr. Ketchum commenced the construction of that portion of the European and North American Railway between Shediac and the Nova Scotia boundary, which has been prosecuted so vigorously that it is already open for traffic as far as Dorchester, and the probability is the whole road will be finished by next fall. In 1867 also, the highly popular M. P. for York, John Pickard, Esq., associated with E. R. Burpee, Esq., undertook the construction of the road from Hartt's Mills to Fredericton, and such progress has been made by them in its construction as will ensure its completion also in the fall of 1869. So much for the Railways in New Brunswick and, Mr. President, Ladies and Gentlemen, it is gratifying to know, that all of these enterprises have been undertaken and are being carried out by men of our own country; although in some cases we have to resort to foreign importations, yet in this instance we have not had to import foreign energy or skill.

As foreign commercial intercourse seems to be as necessary to the sustenance of trade in a country, as food is to the support of animal life, let us now consider whether or not there might be some missing links in our means of such intercourse with our sister colonies, the mother country and the outside world. Notwithstanding all the efforts made by the people of this Province to obtain Railway communication with the Canadas, they have not yet been able to accomplish it. And now let us consider what position the Canadas have held and assumed, and whether or not they have any special interest in such a connection.

It is a fact very apparent to all observers, that the Geographical position of all countries has much to do with their commercial prosperity, and, I may add, greatness and power, and particularly as regards their maritime position and privileges, as it has been remarked that no country, nation or empire, has ever been considered more than second or third rate, which has no seaboard. Hence it is that England; that "little sea-girt Isle," is called "Mistress of the seas," "the centre of the world's commerce," "The great and mighty England on whose dominions the sun never sets," and hence it is also that Russia is always quarrelling with her neighbours. If she could only say to Turkey, "thy crescent has fallen," so that she would be able to command not only the Bosphorus, but all that part of the coast of the Adriatic and Mediterranean seas, from Montenegro to the mouth of the Nile, or if that voracious Bear could lay his paw upon Denmark, as he did upon poor suffering Poland, so that

he could silence those troublesome guns which command the Cattegat, and thereby enable Russian fleets and Russian commerce to pass in and out at pleasure, then would he become a power that the combined force of the whole earth could scarcely hold in subjection.

Canada, east and west, was a noble country, nature had dealt bountifully with her. Her soil and climate were good; her Lakes the largest; her cataracts and other scenery the most magnificent; her Rivers amongst the largest and most noble in the whole earth; she began to number her population by millions; her miles of Railway by thousands; her Canals were extensive; her Revenue ample and increasing. But there was that terrible barrier to her future greatness, she had no sea-board, she was locked in by the ice of winter for six months in the year, consequently, it is quite plain that so far as Ontario and Quebec were concerned, the principal object in confederating these colonies was, to obtain a sea-board, which they could have access to at all seasons of the year, or, in other words, to obtain a Missing Link between themselves and the Atlantic Ocean, and that Missing Link was New Brunswick, and any other colonies now added or which they may now have a desire to add, to the Confederation, is for the acquisition of territory and population. Hence it was that the 68th section was added to the Resolutions of the Conference at Quebec, on the 10th December, 1864, which reads thus: "The General Government shall secure without delay the completion of the Intercolonial Railway, from Riviere du Loup through New Brunswick to Truro, in Nova Scotia." And now by what method of reasoning can it be made to appear that the first consideration in the construction of this Road was the military one. I believe the first and most important should have been had from a commercial point of view, not at the same time losing sight of our military interests, and it is quite a fair and also rather just conclusion to arrive at that, as the Road was to be Intercolonial in its location and Intercolonial in the cost of its construction, it should (to fully carry out the proper principles of our union) be Intercolonial in all its commercial advantages. And while Ontario and Quebec wanted to obtain a seaboard, and a Railway thereto, it is quite competent to suppose that the value of such an acquisition to them, would depend upon the Railway being constructed by the shortest, cheapest, and commercially considered, the most advantageous route, to a seaport, open at all seasons of the year, and possessing the greatest advan-

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tages for shipping to Europe and other parts of the world : but we need not spend our time in fruitless arguments, or useless regrets. The route of the Intercolonial Railway is fixed, and the one chosen is Major Robinson's, by the North Shore. There we shall have it in all its sublime proportions, curving in and out, and wending its tortuous way along the extensive coast line, which it follows nearly its whole vast length. There it will be safe from any warlike incursions by our neighbors from the United States, and quite safe from any foreign enemy six months in the year, when the Gulf of St. Lawrence shall be frozen up, so that Gun Boats or other war vessels cannot enter, and when the Railway shall be covered over with fifteen feet of snow. Yet this is the route chosen, and instead of its being so located as to become that link which was to unite all our commercial interests, I believe it will fail in this respect and prove an expensive luxury to this Dominion for years to come. Some are still doubting its construction, but I think there is no room to doubt but that it will surely be built, and one very convincing proof of it is, that there is a gentleman deeply interested in it who never misses a *link* or a *figure*, especially where his own private interests are concerned. But whether or not, this gentleman possesses that self immolating spirit of patriotism, so beautifully and eloquently depicted from this platform a few evenings ago, a patriotism which would lead him to advocate and assist in bringing about a healthy and even circulation of the commercial interests of this his native Province, I hope we shall soon give him an opportunity of showing.

As like causes produce like effects, a rule which is only varied by the extent and force of the cause, and as we have fully discovered that the location of any Railway will produce a Missing Link, it will not at all seem astonishing when I say, that the location of the Intercolonial Railway has produced one, perhaps I might more properly say, has left one out, which was discovered more than a quarter of a century ago; one, in the construction of which, the British Government was at one time about to join, it being then deemed so necessary not only to these Colonies, but to the British Government; and if so necessary then, what must it be now when the population and trade of these colonies has increased three fold; it is the Great National Missing Link in the Railways of the Dominion, extending from Riviere du Loup, on the St. Lawrence, to Woodstock, on the St. John River, a

distance of 180 miles. This, Ladies and Gentlemen, is the Missing Link I promised to point out to you this evening, the one, the construction of which is so necessary to the welfare of this country; the one which would unite the great commercial interests of this Dominion most effectually, and open the great artery of trade through the heart of this country, through which, at each pulsation, the revivifying and reinvigorating flow of commerce would be sent to all parts of this Dominion, which must now, unless steps are taken to prevent it, like the pent up waters of a stream, after whirling and eddying around, and finding no outlet, become stagnant, and die within the bosom of its own hills. The Missing Link which would give to Ontario and Quebec, not only the shortest and cheapest outlet to the Atlantic Ocean, but the very best harbour for their commercial intercourse with Europe, in British America, of which I think I can fully convince you before I close this subject, but in doing so I shall have to resort to the principles of a proposition I have already laid down this evening, and obtain many of my proofs by comparison.

In comparing the different Railway and Ocean routes, I shall assume that Montreal is the commercial centre of this Dominion, and Liverpool, England, that of Great Britain, between these two commercial centres it is necessary to obtain the shortest, cheapest, and all things considered, the best route possible, I will therefore, in the first place, endeavour to prove to you that the route from Montreal, via the Grand Trunk Railway to Riviere du Loup, thence to Grand Falls, thence to Woodstock and St. Andrews, thence to Liverpool direct, so far exceeds in all its advantages any other route which can be obtained, that it might be at once seen by Ontario and Quebec to be to their advantage, notwithstanding the construction of the Intercolonial Railway by the North Shore route, to give immediate attention and aid toward the construction of this road; and in the second place, I shall attempt to show that the local advantages to this country would be so great that no time should be lost in applying, not only to the Local Legislature, but to the General Parliament for immediate assistance in carrying out this most important work.

The first route I shall now introduce to you is one which has been brought in by Mr. Flemming as a side issue, in order to show all the advantages of the North Shore route. In a point of land near Bathurst, extending out into the Gulf of St. Lawrence, he finds an indentation, or bay, in the coast,

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which he calls Great Shippigan Harbour, and in his report of 1864, recommends the building of 45 miles of Railway from the Intercolonial line to this harbour, and the adoption of it as a shipping port for Canada, provided the Major Robinson route be chosen for the Intercolonial, appending to his report a chart to illustrate his proposition that the distance is shorter to Liverpool via Shippigan, the Straits of Belle Isle, thence to Instrahull, and down the North Channel, than it is via Halifax, Cape Race, Cape Clear, and the Irish Channel. Now as a name, or the manner of speaking of a thing, has much to do, very often, with the light in which it is viewed, I must confess I think the name of "Great Shippigan Harbour" has been of more value than the harbour itself, or any virtue it may possess. In fact I consider "Great Shippigan Harbour," "much ado about nothing," in proof of which I will take the liberty to quote Flemming against Flemming, from his report of 1864, in which he says: "A frontier route would accommodate the largest amount of local trade, and in the highest degree would serve the purposes of Canada in winter for an outlet for heavy through freight." Again, in referring to Shippigan, he says: "It is true that the Port on the Bay Chaleurs could only be used probably during seven or eight months in the year, as the Gulf of St. Lawrence cannot be considered navigable during the winter season." Now it is very well understood that any time at which this Port could be entered by a vessel, she could also go on to Quebec or Montreal, and make a large saving of expense to the shipper, therefore I am fully satisfied that the idea of utilizing the "Great Shippigan Harbour," is merely chimerical, and only made use of to fill up a report, and as I do not wish to deal in anything but thoroughly practical ideas this evening, and while I am convinced that all that has been written in favor of this wonderful harbour cannot be borne out by facts, and as the time made use of in proving or disproving anything which can be of no service when the point is gained would be completely thrown away, I will therefore abandon it altogether, and any further comparisons I may make will be of the two routes, — one via the Intercolonial Railway and Halifax, the other via Grand Falls, Woodstock and St. Andrews. I will now compare the distance by these two routes from Montreal to Liverpool:

From Montreal to Liverpool via the Intercolonial Railroad and Halifax, 3281 Miles.
 From Montreal to Liverpool via Grand Falls, Woodstock & St. Andrews, 3265

Difference in favor of Grand Falls, Woodstock and St. Andrews, 16.

It is a fact well understood that heavy freight can be moved by water conveyance from 75 to 80 per cent. cheaper than by Railway. Hence the necessity for obtaining the shortest line to the Ocean possible, I will therefore compare these two lines, and see how they are situated in this respect.

	Miles.
From Montreal to Halifax via the Intercolonial Railway,	815
From Montreal to St. Andrews via Grand Falls and Woodstock,	579
	—
Difference in favor of St. Andrews Route,	236

On referring to statistics of Ontario and Quebec, I find that their trade, including imports and exports, exclusive of their lumber trade, in the year 1867, amounted to—

	Tons.
With Great Britain,	550,000
With other European Countries,	50,000
With West India Islands and South America,	20,000
	—
Total,	620,000

Of this it would be quite reasonable to claim one-fourth part to pass over a Railway when constructed.

	Tons.
One-fourth part of 620,000 tons,	155,000

Also, I perceive that their importations of fish and fish oils from the Maritime Provinces, in 1867, amounted to 15,000 tons, of which I would claim one-half as Railway freight.

	Tons.
One-half of 15,000 tons,	7,500
European and West India freight,	155,000
	—
Total,	162,000

Now, I will make the average Ocean freight on all descriptions of goods one-quarter of a cent per ton, per mile, which is high, and one cent per ton, per mile, by Railway, which is low. I will now take the difference in distance between the North Shore and Halifax Route, and that via Grand Falls, Woodstock, and St. Andrews, which is, 236 miles, and see what such a quantity of freight would amount to for that distance at these rates:

162,000 tons, 236 miles, at one cent per mile,	\$382,320 00
162,000 tons, 236 miles, at one-quarter cent per mile,	95,580 00
	—
Total amount saved to shippers by Grand Falls, Woodstock, and St. Andrews Route,	\$286,740 00

By these figures it may also be seen how fruitless it is to suppose that any of the heavy freight of Ontario and Quebec,

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will ever pass over the Intercolonial Railway by the North Shore, to Halifax for shipment.

On the other hand, as the difference in the sailing distance from Liverpool to Halifax, or St. Andrews, is only 220 miles, which would make about from ten to twelve hours difference in a steamships time of passage, taking into account the many advantages the Grand Falls, Woodstock, and Saint Andrews route would possess over the North Shore and Halifax, in other respects, it is quite certain that a large share of the European travel would go by this route.

By the above comparisons we find that St. Andrews, in point of distance, has no peer, and as to its situation for commercial purposes, it possesses the greatest advantages. As to the capacity and accommodation of its harbour, it is sufficient for the trade of the whole Dominion; open at all seasons of the year; the nearest port in the Dominion to the West India Islands, lying in the great ship channel to Europe, for you will understand that no matter what Atlantic port a ship sails from to Europe, whether Portland, Boston, New York, or any other, they all sail for Cape Race, and thence onward to their port of destination, consequently this is the great highway for ships to Europe, with the exception of those that go up the St. Lawrence to Quebec and Montreal. For the few months in the year that they can enter the St. Lawrence, they pass through the Straits of Belle Isle along the coast of Labrador, within hailing distance of the country of eternal snows, and take their chance among the floating ice from the Northern Ocean; but by Cape Race no such danger is encountered, the vessel sails along in the Gulf Stream which pours out from under the equator, against the British Isles, repelling the incursions of Icebergs, and bringing with it the softening influence of the breath of the Torrid Zone.

I think I have fully shown to you that the supplying the Missing Link will give to Canada the shortest, cheapest, and in every way the most advantageous highway for her commerce to Europe, which she can obtain within the territory of the Dominion.

Let us now consider its local bearing and effect upon more than two-thirds of the population and trade of this Province, and in doing so will compare the route via the European and North American, and Intercolonial Railways (under the name of the Intercolonial), with the route via Woodstock and Grand Falls to Riviere du Loup, which I shall designate the Woodstock and Grand Falls Route.

I will now proceed to compare the population and trade of the two sections of this Province affected by these two

can be cheaper than the other, comparing the two routes in every respect.

Miles.	815
	579
	236

By the above comparisons we find that St. Andrews, in point of distance, has no peer, and as to its situation for commercial purposes, it possesses the greatest advantages.

Tons.	550,000
	50,000
	20,000

620,000

one-fourth

Tons.	155,000
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and fish are sent to the Railway

Tons.	7,500
	155,000
	162,000

all despatched via the Railway, and the amount is 236 miles.

2,320 00
5,580 00

6,740 00

it is to Quebec,

	Miles.
St. John to Montreal via the Intercolonial,	761
St. John to Montreal via Woodstock and Grand Falls,	618
	—
Difference in favor of Woodstock and Grand Falls,	143
	Miles.
Fredericton to Montreal via the Intercolonial,	826
Fredericton to Montreal via Woodstock and Grand Falls,	597
	—
Difference in favor of Woodstock and Grand Falls,	229
	Miles.
St. Andrews to Montreal via the Intercolonial,	885
St. Andrews to Montreal via Woodstock and Grand Falls,	579
	—
Difference in favor of Woodstock and Grand Falls,	306
	Miles.
St. Stephen to Montreal via the Intercolonial,	875
St. Stephen to Montreal via Woodstock and Grand Falls,	569
	—
Difference in favor of Woodstock and Grand Falls,	306
	Miles.
Woodstock to Montreal via the Intercolonial,	894
Woodstock to Montreal via Grand Falls,	486
	—
Difference in favor of Woodstock and Grand Falls,	408

And as for the vast amount of trade and resources, developed and undeveloped, on the St. John River above Woodstock, not only in this Province, but the State of Maine, which would be convened and promoted by this Railway, no words of mine, that I could employ, would give you a better idea of the great benefit this Railway would be to this particular section of country than those made use of by Mr. Flemming, in reference to this matter, in his report of 1864, which reads thus: "A Railway from Riviere du Loup, through this section, would enable provisions for consumption in the lumbering districts, not only in New Brunswick, but also of Maine, to be brought in direct from Canada, and thus greatly tend to develop the industry and resources of these regions. At the present time Canadian Flour may be seen within sixty miles of the St. Lawrence, after having been transported in the first place to New York, or Portland, then shipped to St. John, and floated up the River in steamers and flatboats, this trade would manifestly be changed by the construction of the Intercolonial Railway by a frontier route, to the advantage of the lumbering interests, and the traffic resulting therefrom would form an item in the Revenue of the contemplated work."

I will now proceed to compare the population and trade of the two sections of this Province affected by these two

enterprises; and in doing so will give the names and population of the several Counties through which the two routes lie, allowing three per cent. for the annual increase in the population since 1861.

Miles.
761
618
—
143
Miles.
826
597
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Miles.
885
579
—
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Miles.
875
569
—
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Miles.
894
486
—
408

WOODSTOCK AND GRAND FALLS ROUTE.

Counties.	Population.
Charlotte,	30,000
Saint John,	63,000
King's,	30,000
Queen's,	17,000
Sunbury,	8,000
York,	30,000
Carleton,	21,000
Victoria,	10,000

Total Woodstock and Grand Falls Route, 209,000

INTERCOLONIAL ROUTE.

Counties.	Population.
Restigonche,	6,000
Gloucester,	19,000
Ncrthumberland,	24,000
Kent,	20,000
Westmorland,	32,000
Albert,	12,000

Total Intereolonial Route, 113,000

Difference in favor of Woodstock and Grand Falls Route, 996,000

And as the business of a country can be judged somewhat by the extent of its centres of trade, I will now compare the population of the principal market towns in these two sections of the Province.

	Population.
Woodstock and Grand Falls Route,	51,000
Intercolonial Route,	15,000

Difference in favor of Woodstock and Grand Falls Route, 36,000

The total value of imports and exports of the Counties through which these lines would pass, in 1866, (the year before the Confederation of the Provinces—consequently not affected by it) amounted to—

Total value of Imports Woodstock and Grand Falls Route,	\$8,883,989 00
Total value of Exports Woodstock and Grand Falls Route,	4,688,144 00

Total Woodstock and Grand Falls Route,	\$13,572,133 00
Total value of Imports Intercolonial Route,	\$1,116,805 00
Total value of Exports Intercolonial Route,	1,685,558 00

Total Intercolonial Route, 2,802,363 00

Difference in favor Woodstock and Grand Falls Route, \$10,769,770 00

The Duties collected on the Imports and Exports of the Counties through

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which these lines would pass, including the Railway impost, in the year 1866, amounted to—

Total Import Duties collected Woodstock and Grand Falls Route, \$930,970. 90
Total Export Duties collected Woodstock and Grand Falls Route, 44,147. 67

Total Woodstock and Grand Falls Route, \$975,118. 57
Total Import Duties collected Intercolonial Route, \$102,638. 77
Total Export Duties collected Intercolonial Route, 21,535. 10

Total Intercolonial Route, - - - 124,173. 87

Balance in favor of Woodstock and Grand Falls Route, \$850,944. 70

Yet these statistics are insufficient to shew matters in their true light, inasmuch as either line would afford equal advantages to the Counties of Westmorland and Albert, which you will readily understand from the fact that the distances from Montreal are about equal from Moncton, Shediac, Hillsborough, Harvey, Dorchester, and Sackville, by either route, yet the climatic, and other differences to these Counties, must eventually turn the scale weightily, in favor of the Woodstock and Grand Falls Route.

Taking these matters into consideration, the true position of this Province, in connection with these two Routes, would appear to be:

First, the section of the Province equally benefitted by either Route.

<i>Counties.</i>	<i>Population.</i>
Westmorland, - - -	32,000
Albert, - - -	12,000
Total, - - -	44,000

Secondly, the section of the Province only benefitted by the Intercolonial Route.

<i>Counties.</i>	<i>Population.</i>
Restigouche, - - -	6,000
Gloucester, - - -	19,000
Northumberland, - - -	24,000
Kent, - - -	20,000
Total, - - -	69,000

And thirdly, that section which cannot, in the smallest degree, be benefitted by the Intercolonial Railway by the North Shore.

<i>Counties.</i>	<i>Population.</i>
Charlotte, - - -	30,000
St. John, - - -	63,000
King's, - - -	30,000
Queen's, - - -	17,000
Sunbury, - - -	8,000
York, - - -	30,000
Carleton, - - -	21,000
Victoria, - - -	10,000
Total, - - -	209,000

Now we have the fact before us, quite plainly, that while 69,000 inhabitants of this Province alone are benefitted by the construction of the Intercolonial Railway by the North Shore, 209,000 would be benefitted by the Woodstock and

Grand Falls Route, and who must—until this Missing Link of 180 miles, from Riviere du Loup to Woodstock, is constructed—seek in a foreign country what they fail to obtain in their own, viz: the means of commercial intercourse with Ontario and Quebec. In other words, while the construction of the Intercolonial Railway, by the North Shore, can only benefit, in the least degree, one-fifth of the population, and one-eighth of the trade of this Province, the shorter Route, via Woodstock and Grand Falls, would afford greater facilities for European and International intercourse, greatly benefit two-thirds of the population and four-fifths of the trade; serve the interests of Westmorland and Albert Counties, as well, and advance the commercial prosperity and promote the welfare of the whole Province, much better than any other Route. We would also, not only have the satisfaction, but profit, of holding our channels of local trade within the borders of our own country. Leave this Missing Link out of the chain, and what will be the result? would the Intercolonial Railway receive what traffic would naturally go by the Woodstock and Grand Falls Route, if built? No! The old channels of trade, via Portland and New York, would, if necessary, still be preferred. But there is still a more dangerous competitor than these springing into existence in the United States, and bidding for the trade of this Province, with which the Intercolonial Road cannot have the remotest chance for successful competition. I refer to that portion of the European and North American Railway between St. John and Bangor, which, judging by the progress already made in its construction, ere two years more passes by, will allow trains, carrying the freight between this Province and Ontario and Quebec, to tap the Grand Trunk Railway at Danville Junction, 28 miles out of Portland, and go thence directly to Montreal. This Route will give us a connection with Montreal, which will be 34 miles shorter to the nearest seaport in the Province, or to its Junction with the New Brunswick and Canada Railway, than the shortest which can be obtained within the Dominion, and 216 miles shorter than by the Intercolonial, taking St. John for the seaport for the Intercolonial, and St. Andrews for the United States Route.

And now, Mr. President, Ladies and Gentlemen, as I must nearly have exhausted your patience, I will crave that you indulge me with your further attention while I draw one more comparison in favor of the Missing Link, make one more remark upon its local advantages, offer some sugges-

mons in reference to the course to be taken to procure it, and say a few words on the general issue and happy results of the enterprise when attained, and then I shall close.

In drawing the comparison I have just mentioned, I shall have to call your attention to the Route of the Intercolonial Railway for an instant. I hold the opinion that had the Intercolonial Railway been located and finally constructed by the Frontier Route, the North would have required Railway extension from Shediac as far North as Dalhousie, to serve their local interests and equalize the scale of justice in Railway matters in the Province, their Intercolonial communication by the Gulf and River St. Lawrence being fully equal to their requirements in that respect, consequently all the money which will be uselessly expended in the construction of this Road by the North Shore, will be for that portion from Dalhousie to Riviere du Loup, a distance of 187 miles, seven miles longer than the Missing Link, and will be vastly more expensive in its construction; for I have no hesitation in saying that I think the construction of 40 miles from the mouth of the Metapedia up that River, will cost as much as the bridging and masonry would on the whole line from Woodstock to Riviere du Loup. In order to give you some idea of the difficulty and expensive character of the work in getting a Railway up the Metapedia River, I will now make a few extracts from Mr. Flemming's Report of 1864: "For a distance of 35 miles the Metapedia flows through a rocky gorge, with many twists and windings, between banks on both sides, varying from 500 to 800 feet in height. These banks are in many places very precipitous, and rise immediately from the river's edge, but frequently there is a narrow, flat margin, favorably situated for a road or Railway." I will here, also, make a short extract from Major Robinson's Report: "The hills on both sides are high and steep, and come down, either on one side or the other, pretty close to the river's bank, and involve the necessity (in order to avoid curves of very small radius) of changing frequently from one side to the other. The rock, too, is slaty and hard; from this cause, 20 miles of this valley will prove expensive." Again, he says: "About 14 bridges, of an average length of 120 to 150 yards, will be required up this valley." Through this tremendous gorge the Intercolonial Railway has got to pass, if built by the North Shore. Again, Mr. Flemming says: "At the second turn, known as 'Alick's Elbow,' it will be necessary to throw the line into the River and across an Island, on a curve of 1430 feet radius." A most objectionable feature in Railway building, that of crossing long bridges or sharp curves. Again, Mr. Flemming says: "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." Again, he says: "Above this point, for about the 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 neighborhood of the Lewis Rocks, will be unusually heavy."

Within thirty-five miles of its mouth, the River is to be spanned nine times with wrought iron bridges. There will also be (going up this river) 9 miles of 30 feet, 7 miles of 40 feet, 2 3-4 miles of 50 feet, 6 miles of 52 feet, and 2 1-2 miles of 60 feet grade per mile. Such a continuation of heavy grades, all ascending north, together with its sharp curvature, cannot fail to make a very hard road. And now, in reference to the Route from Woodstock to Riviere du Loup, I would say that had it been chosen for the Intercolonial Railway in preference to the Route from Riviere du Loup to Dalhousie, it must have afforded a saving of at least \$3,000,000, and the interests of the Dominion, both local and general, would have been better served. From Woodstock to Grand Falls two Routes have been ad-

wanted, one on the eastern and the other on the western side of the River St. John; and while the one on the eastern side—located, as has been suggested, so as to cross the Tobique River at the point chosen by the late Mr. Hartley, and Mr. Buck, in their exploratory survey for the Route of the Intercolonial Railway—would convene the most remote districts in the County of Carleton, open up for settlement in the Counties of Victoria and Carleton a large body of the finest land for agricultural purposes in the Province, and advance the interests of the Tobique agricultural and mining districts; yet the Route on the western side of the river would possess the advantage of being some twenty miles shorter than the one on the eastern side, would be much cheaper and more easily constructed, on account of its near proximity to the River St. John, which can be utilized for carrying heavy material and supplies throughout the largest part of the distance to be constructed. By crossing the River St. John at the Grand Falls would save an important item in the expense of bridging; would pass up the valley of the St. John River one hundred and eleven miles, through one of the richest agricultural districts in the Dominion, densely populated; passing through all the principal centres of trade throughout this rich and extensive district of country, which, coupled with the fact that it will be so convenient to the border of the State of Maine, where it passes the rich valleys of the Presque Isle and Restook Rivers, and would no doubt secure all the carrying trade of this northern portion of the State, will give to this enterprize a prospect of local traffic which has never before been promised to any similar undertaking in this Dominion. It would also pass through the extensive bed of iron ore in the Counties of Carleton and Victoria, which must soon become a matter of interest to the people of this Dominion, for, when we consider that, in these Counties is lying an inexhaustible supply of this valuable metal, so superior in its quality, and in the means for manufacturing it, that it can—with the present insufficient mode of transportation—be sold in English and American markets at a good profit to the manufacturer. We must therefore be convinced that at no very distant day this iron will prove to be to the Dominion what the iron mines of Old England has been to her—her wealth, her bulwark of defence, and the foundation of her maritime superiority and greatness. Open up this vast source of material wealth, by a Railway, and soon the "Iron Horse" will be prancing throughout the length and breadth of this Dominion. Yea, the Valleys of Red River, the Saskatchewan, and distant Columbia will resound with his neighing and snorting while he will be treading a substantial pathway manufactured from the mines of Victoria and Carleton; our sails will whiten every sea, wafting the merchandize of this young and vigorous Empire to every nation and people in the habitable earth, in ships manufactured from the products of these extensive and most important mines, whilst floating walls of the same material shall defend our commerce, our country, our laws, our homes and fireides, causing our foes to tremble and our friends to admire and respect. This Railway would also pass along at the very door of the Woodstock Iron Works. And here permit me to say, that this valuable piece of industry should at once engage the attention of the legislators and people of this County, as I am informed by the proprietor of these works, that his supply of coal is becoming very precarious, on account of roads not having yet been extended far enough into wooded lands, in the vicinity, to enable him to obtain a sufficient quantity; and I would add, that while you are offering large sums of money to induce the establishing of Factories and other enterprises, don't let this most important one die in your midst, and that by the too miserly grip of the public hand. The proprietor of these Iron Works, I have been told, has, by his superior business tact and abilities, brought this enterprise from a very doubtful condition up to its present

paying state; and now, pending the construction of this Railway, which will open up to him an almost inexhaustible supply of hardwood, it would be a small matter for the Legislature to make a grant of \$5,000 or \$6,000 to open up roads on the eastern side of the River St. John, sufficient to afford him a supply for a few years, when, at the same time, it would be opening up that part of the country for settlement; for, allow me here to say that these Iron Works, apart from the great local benefit which they now are, and will continue to be, if carried on successfully, do now, and will continue to form an important item in the traffic on your Railway.

The question might be asked by some, why not adopt the southern Central Route from Riviere du Loup to Fredericton? The reasons I shall give for not recommending the choice of this route, in addition to those I have already mentioned, are many and obvious. This route would pass, very nearly the whole distance, through an unbroken forest, with the exception of 38 miles from the Grand Falls to Edmundston, consequently very little local traffic might be expected for a number of years after the construction of the road. The location would be remote from turnpike roads, water, or other means of conveyance, therefore much more expensive of construction than the "Frontier Route."

The entire distance to be constructed would be greater by about fifty miles than by the "Frontier Route," the bridging of the River St. John at Fredericton would be much more expensive than at the Grand Falls, where the "Frontier Route" would cross. If the construction of this road is practical at all—which there is still some doubts about—the grades would be heavier and the engineering difficulties greater than by the "Frontier Route."

And, finally, as the military demand has been satisfied by the selection of the North Shore of the Province for the route of the Intercolonial Railway, is it not fair to ask that justice might be done to the commercial interests of the Province, by building another Railway on the Frontier, which will advance and promote the interests of all the principal business centres of this country, and if necessity should ever demand it—which I sincerely trust will never be the case—it might be rendered useful for military purposes also, while the Intercolonial Railway would be employed, in carrying soldiers to our "rear," the St. Andrews, Woodstock and Riviere du Loup Railway would be useful in bringing them to the "front," where a British soldier ever wishes to stand when defending his country.

And now let us consider, for a few moments only, the position of the City of Quebec in Railway matters. On reference to any Railway Map you will see that all the trade from this Province, which passes through the United States to Canada, will go directly to Montreal. The Quebec Legislature, at its last session, had under consideration (I have understood) a scheme for building a Railway up the Chaudiere River to connect with the American lines at Moose Head Lake, no doubt chiefly to obviate the difficulty. But another Line is directly talked of from Moose Head Lake to Richmond, which would, if built, make the route more direct to Montreal, and shorten the distance from Bangor to Montreal about 100 miles, which would thoroughly neutralize the benefits Quebec might hope to receive from her Chaudiere Scheme.

Now the only course left for the City of Quebec to pursue is to join us at once in the advocacy of the construction of the shorter Provincial line to Woodstock, and give us the full benefit of her force and influence, and when it is accomplished she cannot fail to secure the first chance of all the lower Provincial trade as a local benefit, besides enjoying in common with the whole of Quebec and Ontario the great general advantages which will be derived from the improvement in their facilities for European Commerce.

But how is this all to be effected, and every interested portion of the Dominion to be awakened to a proper sense of their duty in carrying forward this great enterprise. Daniel O'Connell is said once to have remarked, that only three things were necessary in effecting any important public undertaking: the first was agitation; the second was agitation; and the third was agitation; and now let us agitate this matter immediately, until we shall shake this Dominion from the centre to its circumference, let us make it known that a great wrong is about to be perpetrated against the commercial efforts of this young country. The biting frost of neglect is about to be let fall upon it; to nip its tender off-shoots, and thereby dwarf and stunt its growth. And when this evil comes to be made known, no matter by what cause it may have been produced, whether by force of circumstances, mal-administration, or sheer neglect, and no matter whether by State or Statesman, I have unbounded confidence that full reparation will be made, a course which has ever been pursued by civilized and enlightened nations, countries and individuals, a fact which I have before called to your mind this evening. Let us summon all our forces and move forward in one solid phalanx, let us rouse St. John from her slumbers, and bring her to a realization of her duty in this matter. We shall no doubt have King's, Queen's, and Sunbury by our side; and Old York, ever true to her very appropriate motto "Vestigia Nulla Retrorsum," will take no steps backward when called upon to aid in this important enterprise. And where, I would ask, will St. Andrews be, and what part will she take in this contest? Those enterprising men of that Town who took the field in 1835, as I before remarked, have passed away, but we had a striking evidence of their progressive spirit resting upon those who have succeeded them. When the bugle sounded a few weeks ago, in this Town, in the Railway cause, we found the men of St. Andrews ready to rush to the onset, and their tongues gave no false report, but they reasoned on all subjects touching the matter at issue, like true and faithful allies.

St. Stephen has proved herself valorous also in Railway matters, and has rendered important and substantial aid in supplying our Missing Links. She will, no doubt, nobly come to the front when the Missing Link of all others in our great Railway system is about to be supplied. In short, we may expect the whole force of Charlotte County to be given to it.

Woodstock, true to her progressive spirit, is far advanced in the path of her duty, and no doubt will do such good service in the cause that she will not be passed by unnoticed when the laurels are dealt out to the victors. In fact the interests of the whole of Carleton County is so identified with this enterprise, that I hope her whole force and influence may be extended to it.

And last, but not least, comes Victoria, bearing the name of our beloved Sovereign; and, like her, she is in this matter "instant in season and out of season," ordering herself virtuously. At the late public meeting at Grand Falls they seem to have taken prompt and decisive steps, and they all in the right direction. Let all the Counties interested do as Victoria has done, call upon, not only their representatives in the Local Legislature, but in the general Parliament at Ottawa, to make use of every means in their power to obtain sufficient force for the construction of this Road. Let each County give her Representatives to understand that this is an important trust committed to their keeping, and they must beware how they keep it; and give them to understand also, that no feeling of political opposition to existing Governments, or any private political feeling or desire for personal emolument or advantage, shall be allowed to arise on their part, to mar their influence, for the best interests of the people of this Dominion are at stake in this matter, and the people will hold them account-

able for their acts. If they take this course, and our Representatives in the different Administrations do not give them such consideration as the case demands then let the accountability rest upon the guilty party.

But where is Ontario and Quebec in this matter, where the Cities of Quebec and Montreal, and where is a Ritchie, a Dunscomb, a Stephens, a Patterson, a Pemberton, and a Walker? who so nobly came forward in 1835 and bore an active and an able part in this very enterprise. Have they, like their associates in St. Andrews, been called from this stage of action? If so, have their mantles not fallen upon their successors? and do they not view the advantages to arise from this Road from the same standpoint that their predecessors did? St. Andrews harbor is just as capacious, possesses as many good qualities, and lies in the same geographical position that it did then. The necessity exists for the construction of the Railway the same now as then, only that it has increased four fold, while the difficulties to be overcome has been decreased by the construction of that portion of the Road from Quebec to Riviere du Loup, 120 miles; and also, that portion from St. Andrews to Woodstock, 93 miles, in all 213 miles, leaving only 180 miles to construct instead of 400 miles, as was the case then.

No! Mr. President, Ladies and Gentlemen, the spirit of enterprize exhibited in Canada in behalf of this undertaking, in 1835, is not dead, but only lying dormant and wants but a word to arouse it into action again; and taking for a guide for our imagination what the little city of Bangor, with its population of but 17,000, has done towards the construction of the 200 miles of Railway from that City to St. John, we would, I think, readily be brought to the conclusion that when these three great cities, Montreal, with her population of 127,000, Quebec 65,000, and St. John 37,000, could get their forces concentrated and brought to bear on this 180 miles the construction of it would be at once rendered a certainty, and I have no doubt when the subject is agitated again in Quebec and Ontario, we shall get their influence and aid. And when this great work is accomplished, and all the great commercial advantages arising from it are being felt and appreciated, we can also offer to pleasure seekers a pleasant relaxation from business by a trip to the seacoast, for I know of no place in British America so well calculated by nature for a watering place as St. Andrews; its scenery is varied and magnificent; its waters are clear and pure; and it is not troupled as much with disagreeable fogs as many places are. Hence the Ontarian would find scenery so novel and grand to his view that he would be forced to admit that it was a sufficient offset against the roar and grandeur of Old Niagara.



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