European and North American Railroad: Paper on Railway Extension Westward from Saint John

E. R. Burpee
European and North American RAILROAD.

Paper on Railway Extension Westward from Saint John, Read before the Members of the Chamber of Commerce and other Gentlemen, In the Mayor's Office in the City of Saint John, N. B., January 12, 1864.

By E. R. Burpee, C. E.
Railway Matters in New Brunswick At a meeting on Thursday last of a committee of the St. John Chamber of Commerce, the following petition to the Governor and Legislature was unanimously adopted, and the Secretary was instructed to communicate with the various sections of the Province, and ask their prompt and active co-operation.

To His Excellency the Hon. Arthur Hamilton Gordon, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c.

To the Honourable the members of the Legislative Council, and the Honorable the members of the House of Assembly.

The petition of the undersigned inhabitants of the city and county of St. John humbly sheweth,

That your petitioners are deeply impressed with the great advantages that would accrue to the trade and industry of the Province from the immediate extension of the European and North American Railway to the Western frontier, by the way of the Douglas Valley. That in the opinion of your petitioners, the construction of this road, beside placing us in a direct connection with the extensive railway systems of the United States and Canada, would open up an important section of the Province, and afford additional facilities for the business operations connected with lumbering, agriculture, and minerals upon the Upper St. John—an important part of our trade, which your petitioners fear will otherwise be, to a great extent, diverted from this Province.

That your petitioners are satisfied, from the most reliable of their estimates, that they have been able to obtain, that the road by the said route could be constructed at a very moderate expense, and that the receipts, after paying current expenses, would very largely contribute to the payment of the interest on its cost; and your petitioners feel assured that the proposed extension would lead to a greater increase of revenue on that portion of the European and North American Road already built between Saint John and Sackville.

That your petitioners have no doubt that the construction of this road would lead to the early completion of the remaining portions of the European and North American Railway, and its establishment as the great highway between Europe and America.

Your petitioners therefore pray that your Honours will pass such Bills for carrying out the views of your petitioners, as to your Honours may seem meet.

European and North American Railroad.

Ten years ago the European and North American Railroad was the only line which it was deemed advantageous for the Lower Provinces to join in building. More recently, the expected success of the intercolonial Railway project tended to withdraw attention from the merits of the European and North American road. Lately, however, and for very obvious reasons, the latter undertaking is forcing itself upon public notice. At a meeting recently held in Bangor, it was resolved that an effort should be made to proceed with the road without delay.

The scheme decided upon in Bangor embraces the filling in of the links of this line required to connect Portland and Halifax by rail; connection with Woodstock and Houlton to be obtained by the St. Andrews road, and with Fredericton by a Branch from the main line from St. John.

The first thing required in carrying out this scheme, and in fact, the key to the whole work, is the road of the European and North American Railway for the State of Maine; with a view to the early completion of the entire system, the present road of Bangor to carry the road from the present terminus of the Bangor and Oldtown Railway to the terminus of the Bangor and Oldtown Railway. They have also made arrangements for the completion of the line from Bangor to the terminus of the Bangor and Oldtown Railway. They have also made arrangements for the completion of the line from Bangor to the terminus of the Bangor and Oldtown Railway. They have also made arrangements for the completion of the line from Bangor to the terminus of the Bangor and Oldtown Railway. They have also made arrangements for the completion of the line from Bangor to the terminus of the Bangor and Oldtown Railway.

The precise route not having been definitely determined, cannot, of course, be specifically stated; but that which has been discussed in Bangor, passes from Bangor to the terminus of the Bangor and Oldtown Railway. It is expected to be joined by a line from Mattawamkeag to the terminus of the Bangor and Oldtown Railway. The road will then proceed northward, and be connected with the State line of New Brunswick at the terminus of the Bangor and Oldtown Railway. From thereon it is proposed to build a line to the terminus of the Bangor and Oldtown Railway. The road will then proceed northward, and be connected with the State line of New Brunswick at the terminus of the Bangor and Oldtown Railway. From thereon it is proposed to build a line to the terminus of the Bangor and Oldtown Railway.

The through line is only a few miles longer than the shore line as surveyed under Morton. It can be built with less curvature and easier grades, and it will cost less (at least $5,000 per mile), it will be shorter by 12 miles than the State line of New Brunswick, and by a draw-bridge over the Kenduskeag River, to which should now be secured the construction of a road from St. John to Fredericton and the United States, that shall tap the St. Andrews Railway, leaving the details of route to be settled by the considerations arising from the competition of local trade or engineering facilities.

The people of Maine, and more particularly of Bangor, are determined to extend their roads. If we meet them, and so give them a connection with the trade of all the Lower Provinces, and European travel, they will naturally take the proposed route; if not, that chiefly discussed in Bangor, passes from Bangor to the terminus of the Bangor and Oldtown Railway. It is expected to be joined by a line from Mattawamkeag to the terminus of the Bangor and Oldtown Railway. From thereon it is proposed to build a line to the terminus of the Bangor and Oldtown Railway. The road will then proceed northward, and be connected with the State line of New Brunswick at the terminus of the Bangor and Oldtown Railway. From thereon it is proposed to build a line to the terminus of the Bangor and Oldtown Railway.

To the Hon. John Andrews, Esq., a Petition of the undersigned inhabitants of the city and county of St. John, humbly sheweth,

That your petitioners are deeply impressed with the great advantages that would accrue to the trade and industry of the Province from the extension of the European and North American Railway to the Western frontier, by the way of the Douglas Valley. That in the opinion of your petitioners, the construction of this road, beside placing us in a direct connection with the extensive railway systems of the United States and Canada, would open up an important section of the Province, and afford additional facilities for the business operations connected with lumbering, agriculture, and minerals upon the Upper St. John—important part of our trade, which your petitioners fear will otherwise be, to a great extent, diverted from this Province.

That your petitioners are satisfied, from the most reliable of their estimates, that they have been able to obtain, that the road by the said route could be constructed at a very moderate expense, and that the receipts, after paying current expenses, would very largely contribute to the payment of the interest on its cost; and your petitioners feel assured that the proposed extension would lead to a greater increase of revenue on that portion of the European and North American Road already built between Saint John and Sackville.

That your petitioners have no doubt that the construction of this road would lead to the early completion of the remaining portions of the European and North American Railway, and its establishment as the great highway between Europe and America.

Your petitioners therefore pray that your Honours will pass such Bills for carrying out the views of your petitioners, as to your Honours may seem meet.

Paper on Railway extension from St. John, road before the members of the Chamber of Commerce and other gentlemen, in the Mayor's Office in the City of St. John, N. B., January 15, 1864.

By E. B. Burpee, C. E.
St. Andrews road a few miles below Woodstock Station; thus appropriating to themselves the whole trade of the Upper St. John River.

Another strong reason for building a road by this route is, that by extending the Fredericton branch up the St. John River, and by the Keswick and Nashwaak valleys, a distance of about 45 miles, we reach a point in the proposed Central route to Canada, 180 miles from where it would leave the St. John and Shediac road. So that by the 100 miles of railway which it is now proposed to construct, besides connecting our present road with Woodstock and the United States, and passing through the commercial and political capitals of the Province, we arrive at a point only 15 miles further from Canada than if the same distance had been built in the most direct course yet offered for the long agitated Intercolonial Railway. By what other line can we secure so great advantages by so small an outlay?

The next and perhaps most important question to be considered will be the paying capabilities of the proposed line. We proposed to furnish an estimate of receipts and expenditure derived from all the information in relation to either which we have been able to collect, premising that in all cases where receipts were doubtful, they have been omitted, and only those included, which, on careful examination, and in the opinion of the most competent judges, were beyond question.

We will take then:

1st. Through Passenger Traffic to the United States.

The present passenger traffic on this route, as nearly as can be ascertained, amounts to about 600 passengers per week each way, and it has been proved most conclusively that the opening of a Railway between all such centres of trade and travel increases the latter at least 300 per cent. On the opening of the Stockton and Darlington Railroad, the increase was 380 per cent.

Newcastle and Carlisle ........ 465 per cent.
Arbroath and Farfar ........ 900 " "
Antwerp and Brussels .......... 1800 " "

Between Edinburgh and Glasgow, where, in the year 1842, 4 daily coaches sufficed for the passenger business, there are now three lines of Railway fully employed, and a fourth is being started.

On our present road from St. John to Shediac, on which only one coach used to run every alternate night, it cannot be doubted that the travel has increased over 500 per cent. But in order to put our estimate so low, as to make sure of its being far under the mark, let us put down the travel by the Railroad when constructed, at 800 passengers per week each way, in summer, and half that number in the winter months. In winter, we shall, of course, carry all the passengers, but during the Summer months Steamers will for a time carry a portion of them. As by the railroad they will be carried in one half the time, and with greater safety and comfort, we can, judging from the actual results on other lines similarly situated, safely calculate on nine-tenths of the entire passenger traffic.

By Railway, the fare from Boston to Portland is $2.50, while by steamer it is $1.25, and yet it is known that nine-tenths of the travel is by Railroad. The New York and New Haven Railway, at double steamboat fare, competing with the finest and most comfortable steamers in the world, produced the same result until finally the steamers were withdrawn. The Hudson River Railroad, on the very banks of one of the finest rivers in America, and on which steamers cannot be excelled in the world for speed and comfort, carried passengers at but little more than one-third railway fare, effected the same results. Surely, then, putting our fare at the same as it now costs by steamer or 2 cents per mile, we must, on the proposed line secure nine-tenths of the entire travel.

This will give on 80 miles at nine-tenths of 
800 each way per week, for 35 weeks, 50,400
400 " " 17 " 12,240
Total, at $1.60 each, 62.640—$100.224

2nd. Through Passenger Traffic to Woodstock, Houlton, &c.,

We here propose bringing into direct communication with St. John, 50,000 people who are now almost entirely beyond our reach.

The amount of travel on railroads in the United States has been found to average 100 miles per annum for each inhabitant. In England it was found to be 60 miles. The former would give us 40,000 passengers yearly, but we will only take one half of this estimate, 33 passengers each way per day, which is only about the present passenger traffic. What then will this traffic be, when instead of taking two days and costing from $4 to $9, the journey from Woodstock to St. John, can be made in 6 hours, for
$2.50? Taking, however, the estimate above made and on 75 miles to the St. Andrews Railway, we have 20,000 passengers per year, @ $1.50—$30,000.

3d. Passenger Traffic to Fredericton.

In the year 1850, fourteen years ago, this was estimated at 28,000 passengers annually. It has greatly increased, and is now estimated at over 32,000. If we reduce the time required to pass between St. John and Fredericton, to two and a half hours—the travel must increase much more. It is to be borne in mind that Fredericton, besides being the seat of Government, the head quarters of the military, and the centre of public offices, is also the centre of a large and populous district. Let us set down the traffic as averaging only 50 each way, or 31,300 per year. This on 62 miles will give 31,300 passengers yearly, at $1.25—$39,125.

4th. Mails and Sundries.

We now pay nearly $9,000 per annum for carrying mails between St. John, St. Andrews, Calais, Fredericton, and Woodstock. This could be done with much greater facility by the proposed railway, and if this service were paid for at the same rate as similar service in Canada and the United States, the sum received for it would be $10,000. Our present road now receives $1,500 a year for express freight, and the Boston steamers for the same service not less than 9,000 for two trips a week, during eight months in the year. Surely, then, for mail service and daily express on our lines, must have at least $15,000.

5th. Through Freight to the United States.

It is a fact that one half of our importations are the produce of the United States; these, with what we import from England and Canada, via Boston and New York, must form a large freight traffic.

It has now been established that steamers can compete successfully with sailing vessels, and it is being proved more conclusively every day that Railways, from their greater regularity, speed, and safety, can compete with steamers.

The New York and New Haven Railways, competing with the safest water communication in America, requires over 600 through freight trains daily. The Boston and Maine, though competing with another railway and water transit, carried 267,900 tons of freight on an average distance of 30 miles.

Between Portland and Bangor there is good water communication, and yet four freight trains daily are required for the business.

Again, it is evident that as you increase the distance, the less per mile it will cost to carry freight. According to the best railway authorities in England, heavy freight can be carried for one farthing per ton per mile. Major Robinson, guided by these data, fixed the tariff on which he estimated for the proposed Halifax and Quebec Railway at one half cent. per ton per mile.

On the Stockton and Darlington, and the Northwestern, two of the best paying railways in England, the tariff on heavy goods is respectively—one cent and one and a quarter cents per ton, per mile. In America, the Philadelphia and Reading Railway carries coal for one and a half cents per ton, per mile, the Baltimore and Ohio carries heavy goods at one and a half cents per ton, per mile, and the Hudson River Railway, flour at the same rate; and yet these are all good paying roads.

On the proposed line we will estimate on a tariff of 2 cents per ton, per mile, which is higher than any of these, but still lower than the present charges of the Boston steamers on many kinds of goods. The freight from St. John to Boston would be $8 per ton, while by the steamers at present, the charge on Copper, Iron, Oakum, Lumber, &c., is from $5 to $8 per ton weight. Teas, Paper, Liquors, &c., is from $8 to $10 per ton weight. Wool, Cotton, Sugar, Manilla, &c., is from $10 to $17 per ton weight.

Furniture, Carriages, Leather, &c., is from $17 to $30 per ton weight.

By this tariff, though higher than what is charged on the St. John and Shediac Road for coal, flour, &c., in quantities, we could carry oats from Shediac to Boston for 12 cents per hundred without any risk of being heated and damaged on the way, as at present is frequently the case in the schooners. We might modify the tariff, and by so doing, and by the saving of time required for transit, must secure a considerable amount of freight from Prince Edward Island.

Seeing, then, that elsewhere even at higher charges railways do compete successfully with steamers and sailing vessels in carrying freight, that many towns from which we now import, such as North Hayne, Lewiston, Waterville, Hallowell, &c., are passed on our way to Portland, that we can carry as cheaply as the present rates of steamers, at which rates more freight offers than can be taken, also that we save insurance, risk of damage and time, and considering that the roads we propose to join, run from 3 to 5 freight trains daily, it must be evident that we can reckon on one freight train loaded each way—per
consideration, now 25 then this

This, at the tariff already mentioned, will give us per
annum, on our 80 miles, 47,000 to $1.6 0$75, 200.

6th. Through Freight to Woodstock, Houlton, &c.

There is probably no part of New Brunswick making such rapid progress, and possessing such mines of wealth, still undeveloped, as the County of Carlton and the Aroostook. Few of us personally know anything of this country or its resources, but we must all see that a very large share of our business is derived from it. In addition to its agricultural capabilities, which the last census returns shew to be excelled by no part of New Brunswick, and the vast quantities of lumber which we know it furnishes to our market, “it is possessed of an inexhaustible mine of iron, and probably also of copper. These mines being now about two days travel from St. John, are almost entirely unknown, and their products can only be brought down during a few months of the summer, and in very limited quantities, while the demand at highly remunerative prices far exceeds the supply. Once brought within a few hours of St. John, from the facilities offered for carrying their products to England, as ballast in vessels built here, the amount manufactured, and consequent traffic on the road, must increase enormously.

There passed up the St. John river to supply this district, during the summer of 1866, 80,000 barrels, beside other goods; the down-river traffic during the last season (summer of 1863) was 82,000,000 shingles, large quantities of clapboards, and other short lumber, besides agricultural produce. Very considerable quantities were exported via St. Andrews. Now it is very evident that most, if not the whole, of this freight would be carried by railway—for while it now costs 60 cents per barrel during the summer season to transport flour from St. John to Woodstock, beside loss from frequent handling, it could then be carried free of injury for 25 cents per barrel. Shingles, too, could be brought down by railway for 25 cents per thousand, while coming into the market clean and dry they would be worth fully that much more than if they were brought by water in rafts, as at present. Taking all these things into consideration, and particularly the vast quantities of short lumber now wasted, that would be manufactured freight will go by railway.) On the proposed line we

red and sent to market, and the great impetus that
must be given to the mining interests of the Country, we feel fully warranted in estimating under this head 83 tons up and 30 tons down, or about 3½ car loads each way per day. This will give for the year, 20,-354 tons, only about 2,000 tons more than the quantities of barrels up and shingles and iron down at the present time, to say nothing of other goods up and other short lumber and agricultural produce down. This will give on 75 miles, at our tariff $30,517.

7th. Freight to Fredericton.

Fredericton is the centre of a population of about 25,000 people, a great portion of whom are consumers, while the products of the industry of the rest chiefly find their way to St. John for a market. Knowing that there are here such facilities for the manufacture of lumber, which, during the winter season can get to market in no other way, and that we can carry flour up at 12½ cents per barrel, and lumber down at $1 per thousand feet, we can without hesitation calculate on 3 car loads of provisions and merchandise up, and the same of lumber and agricultural produce down, or 16,900 tons per annum both ways. This will give on 62 miles at 2 cents—16,900 @ $1.25 = $21,125.

8th. Way Passenger and Freight Traffic.

Passengers.—This will include all those doing business with the city who live a few miles out of it, including the farmers and other residents of Petersville, Blissville and Harvey—three parishes in so many different counties, having an aggregate population of over 5,000 inhabitants, and all those engaged in the manufacture of lumber on the line. These, from a comparison with the present traffic on the St. John and Shediac line, would yield at least $10,000 per annum.

Freight.—As the places just mentioned are all good farming districts, and the land on the whole line is good, the products of the soil must soon form a large item of revenue; but for the present we will depend more particularly on the products of the forest down, and the supplies to those engaged in the manufacture of lumber.

These form a large item in the receipts of our present road, though much of it is here brought a distance of 25 and 30 miles by horses, and then from consideration, and particularly the vast quantities of 40 to 70 miles by railway (a fact which shows that short lumber now wasted, that would be manufactured freight will go by railway.) On the proposed line we
and what do we find? The total receipts of two of the roads from Portland to Boston for 1861 were $1,342,000. On the Boston and Lowell 58 miles long $458,000. On all the railways leading out of Boston, over $5,000,000 or $25 to each of its inhabitants. The same year the average receipts per head of population on all the railways in the state of Massachusetts, where there is one mile of railway to every six miles of territory, were $8. For the states of Rhode Island, Vermont, Connecticut and New Jersey the same; New York $6; Pennsylvania $5; and in New Hampshire over $10. Any of these is very much higher than ours.

Again if we should find it necessary to make any deductions from any item, we have only to bear in mind that all our calculations are made on the trade and returns of the past, or former years when, at least, from three to four years must elapse before the road can be finished, even if commenced at once. At the past rate of increase our Province will then have a population of 300,000 people, and our trade enlarged accordingly will give necessarily 15 per cent. more traffic for a railroad than that estimated in our present calculations. There is also a large amount of traffic which must of necessity be brought to both the Shediac and St. Andrews railways for which the Province is already involved; both of which must be large items, certainly not less than $100,000 per annum.

Not calculating anything on these sources of revenue, but taking only $371,000 as our probable receipts, it now remains to be enquired what portion of this will be required to operate the road, and what left to pay interest on the capital required to build it.

Our present road cost last year $900 per mile or about 63 per cent of its earnings, but as we said before it is no criterion. It is only when a road has sufficient business to give full employment to all the machinery &c, necessary to operate it, that we can get at a fair average per centage of its earnings (as for instance the Shediac road last year earned some $50,000 more than the preceding year, while the running expenses are actually less). We may fairly infer, then, that putting the entire road under the same management, the additional amount of traffic will not by any means bring a similar amount of working expenses. We may compare a few of the but let us compare them with those of a few of the roads leading roads of the United States, and see what the of our neighbors with which we propose to connect result will be. The average for running expenses

may calculate on a larger supply and better description of lumber within 5 miles of the road, than within 30 miles of our present line. On the St. Andrew's Railway, 88 miles long, almost entirely through a wilderness, and 50 miles of that as barren a description of land as in the Province, and operated by only four locomotives and a very limited number of cars, the freight receipts for the last year were $40,000, and from personal knowledge of the business turned away on that road, we can safely state that had the manager of that road sufficient rolling stock, at least 50 per cent. might have been added to its receipts. Without going any further, we feel warranted in putting down for this item, passenger traffic, $10,000 a year, and freight as by the St. Andrew's road, with a very moderate addition, $50,000, or in all $60,000.

Recapitulating, we shall then have—

Through Passenger Traffic to U. States $100,324
  " " " " " " " " " " " " " " " " " to Woodstock 20,000
  " " " " " " " " " " " " " " " " " " " " " " " " to Fredericton 99,125
Mails and Sundries 15,000
Through Freight to the United States 75,200
  " " " " " " " " " " " " " " " " " " " " " " " " to Woodstock 30,517
  " " " " " " " " " " " " " " " " " " " " " " " " to Fredericton 20,125
Way Passenger and Freight Traffic 60,000

$371,011

If enough has not been advanced in support of the several items of the above estimate to make it evident that none of them has been put too high, we need only look at the complete revolution which would be produced in the trade of our Province by the construction of the proposed railroad. Not only are we collecting the whole trade and transit of our own Province, centering it in St. John, and then connecting it with that of thirty millions of people in the United States and Canada, but we are also for the same purpose bringing to the same focus that of Prince Edward Island, and a considerable portion of Nova Scotia. In fact, we are building a road that with our present lines will give direct communication through the city of St. John between 500,000 people in the Lower Provinces and 30 millions in the United States.

To compare our estimated receipts with those of our present road would not be fair, as that is really from its position only a branch, opening up a thinly settled country and connecting it and the North Shore with St. John and the proposed line—passing through but little good land either for settlement or lumbering and no large towns or centres of industry; working expenses. We may compare a few of the but let us compare them with those of a few of the roads leading roads of the United States, and see what the of our neighbors with which we propose to connect result will be. The average for running expenses

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and renewing the road in all the roads in Massachusetts was about 50 per cent. of their earnings. On the Lehigh Valley, North Pennsylvania, Cumberland Valley and Virginia Central, it was 45½ per cent., on the Androscoggin 40 per cent., on the Somerset and Kennebec and the Maine central it was 46 per cent. of earnings, and for the year 1863 on the Vermont and Massachusetts and Kennebec and Portland, it was only about 39 per cent. None of these are as well built as our present road; they should, therefore, compare unfavorably with it. We may however take 50 per cent. of estimate receipts as fair average. This estimate will leave us $185,500 to pay interest on capital expenditure.

THE COST OF CONSTRUCTION WILL BE THE NEXT CONSIDERATION.

To make all the proposed connections we have seen that 100 miles of railway will be required. The first 25 miles west from St. John will no doubt prove expensive, but the remainder, from a personal knowledge of the country the line will traverse, I can safely affirm will be easily constructed. There will be very few bridges, and none of them expensive, very little rock cutting, if any, beyond the first 25 miles. No terminal station at the West, and but small additions to our present buildings &c. at this end, and but very little for land damages. Knowing these facts and using the experience we have already gained, we should build and equip the road as good for all practical purposes as our present line for $30,000 per mile, but to meet all possible contingencies and $2000 per mile more. We will then require a capital of $3,200,000, the annual interest on which at 6 per cent. will be $192,000, of which by our estimate, after deducting 50 per cent. of receipts, we have provided $185,500. By this we see that we only require from other sources $6,500 a year, which with any other falling off or additional expense that may arise, will more than be made up to the Province by the increased traffic that it must bring to the present road, if not from the increase in business for the next four years. With our experience in railways this may seem exaggerated, but we have only to look at the experience of our neighbors to see that the income derived from railways under circumstances similar to those of the proposed line, fully warrants our conclusions.

The Boston and Maine, already referred to, from its start paid a dividend of 7½ per cent., and in the year 1859, after paying that dividend, and $29,455 more than ordinary in renewal of rails, still had a surplus of $88,344. For the year 1861, taking all the railways in the State of Massachusetts, 2 paid dividends of 11 per cent., 12 of over 6 per cent., 6 of 6 per cent., and only 7 less than 6 per cent.; and every one of them was more expensive than ours. The average for all the railways in Maine, Rhode Island, and Connecticut, was 6 per cent. Why, then, should not the proposed line pay, unting as it will, these three Provinces, and connecting them with 36,000 miles of railway, and 30,000,000 of people in the United States?

We will refer to one consideration more while on this subject. We know that as soon as these connections are made good, then the last link in the original scheme, that between Shediaec and Truro, must be formed, Nova Scotia will not stand by and see us connected with the great system of railways in America, while she is shut out. This done, our entire road becomes a part of the great highway between Europe and America.

We shall not attempt to make an estimate of what such connexion would add to its receipts, but shall merely state one or two facts, from which we may see that they would be very large and much in excess of any additional contingent outlay we might have to incur.

The steam tonnage of Liverpool (chiefly engaged in the American trade) has more than doubled itself within the last three years, and is increasing even more rapidly at the present time. Very nearly 89,000 passengers crossed the Atlantic in steamers in the year 1860. We are now getting our mails fortnightly from England via Halifax, and as often via New York, and we know that by railway we can carry passengers from Halifax to Boston in 22 hours, for $12 each, while by the steamers it now takes from 30 to 40 hours. This fact sufficiently proves that we shall obtain the carrying of all the mails &c., nor would it be long before there would be daily steamers from Halifax to England. If we obtain the carrying of the mails, and if we calculate on only 40 passengers each way daily, and have any reasonable amount of freight, our receipts from this source must be at least $200,000.

Let us now consider for a moment the claims of this line to the earnest support of every New Bruns-wicker on the grounds of the general benefits it will confer upon us. The considerations that should
influence us in the matter, are well laid down in the opening sentences of "A Report on New Brunswick Railways," read by John Boyd Esq., before this Chamber in 1858:—

In the construction of great Public Works in so thinly populated a country as New Brunswick, the various channels in which trade is likely to run, the benefits to be conferred upon the entire population, and the best disposition of our means, should be carefully considered, with a view to the attainment of the greatest possible benefit, for the largest possible portion of our whole country.

In considering the location of Railroads, we should especially bear in mind, that they are highways which cost much, and are not to be moved with every passing change of time or circumstance; they control much, while they admit of little control from other sources; and, in deciding their location, local jealousies ought to be buried, and the various circumstances of our Provincial standing viewed as a whole. When in New Brunswick, we are of it, and if one member suffer, all suffer with it; if one prosper, all partake of the prosperity. To undertake a line of Railway with no higher motive than to cut off trade from one portion of the Province in order to enrich another portion, would be ungenerous and impolitic; but to enlarge our own trade, and, in a spirit of honorable competition, to endeavour to retain in our own Province, that which our neighbours have cast their eyes on, should be our chief object.

Adopting the ideas so well expressed, it is evident that no other line ever did or ever can promise to New Brunswick such advantages as the one proposed.

Twelve years ago, Earl Grey in a dispatch to our Government, shows the desirability of building it, and of pledging the credit of the Province for its construction. He says:—

I believe that in the present state of New Brunswick, it is consistent with sound policy that assistance should be given by the public towards the construction of the great leading lines of Railway, and the particular line now suggested for encouragement, is one which I think deserves it, for though it appears to me one of less importance than the projected line from Halifax to Quebec, I regard it at not being calculated at all to interfere with the latter (if properly regulated) but on the contrary to contribute to its success.

The amount of money invested in the St John and Shediac road without any direct return and for which the whole Province is taxed, should be a sufficient inducement for us to go on with the proposed extension. That road was never meant to stand alone, but was only advocated as a part of a scheme of which the proposed line is the Main Link, unfinished. The proposed road once completed, and connected with good steamers on the Gulf, nearly every inhabitant of the Province is brought into easy communication with the chief towns of the United States. Instead of having vainly to offer subsidies for steamers on the North Shore, there would soon be a competition of first class boats for the travel, such as we now see on the lakes in Canada. The Northern Counties of the Province with their grand agricultural capabilities and splendid scenery, would soon attract that attention which they merit, but which the difficulty of access to them has hitherto prevented. Besides the ordinary business visitors, once directly communicating with the States, they would attract that large stream of pleasure travel, which in no small degree contributes to the prosperity of the Northern States and Canada. Though St John must continue to be the principal entrepot for the trade of the Province, yet the other districts, and especially the most remote, will feel the greatest benefits; for this road, so soon as it is completed, the price of conveyance to and from St John will be diminished in a proportion increasing with the distance, and, whatever is taken from the cost of transport is so much put in the pocket of the producer or consumer, it is evident that the farmer and the lumberer must be the gainers.

Although, in estimating the traffic we have taken it on the lines it now follows, it is evident that new channels would be opened; that passengers from Fredericton and the up river country could pass directly to the United States as well as to St John, and that they would not only have a cheaper and easier mode of conveyance uninterrupted through the whole year, but have a shorter road.

There is no branch of industry so beneficial to the Province as shipbuilding, and since some 60,000 tons of shipping were built in St John during the last year, mainly from the timber supplied by our present road (which must have distributed $1,000,000 among our mechanics and laborers), how much more would be added by opening a highway to the far more valuable timber at the head of the Oromocto River? Would there not, also, in all probability be a large business started in connection with the Gulf Fisheries? From the knowledge gained of, and impetus given to the winning operations in Carleton, how long would it be before this branch of industry, alone, would employ 1000 or even 2000 laborers, and instead of manufacturing 3,000 or 4,000 tons yearly, would not the business be increased to 50,000 or 100,000?
ly would the road facilitate the lumbering operations on the upper St. John River, giving the operators their choice of markets, and access to them at any time? These are considerations worthy the attention of every man in New Brunswick.

When we make the proposed connections, as Boston becomes the centre of travel for New England, so will Saint John be for the Lower Provinces. What were the effects on the city of Boston by the building of Railways? She spent freely and loaned her credit to a large amount in building railways, centering them in her streets, and radiating to all parts of New England; and what followed? From 1840 to 1847, real estate in the city increased in value $60,000,000; like results have followed similar efforts in other cities, which it would be as easy to enumerate, as it is unnecessary to do so.

To those who still favor the Inter-colonial scheme by the Central route, it must be clear that in addition to all these advantages we offer equal to 85 miles of that road, on a line so situated as to be self-sustaining; a thing not to be hoped for from any other portion of that line, should it ever be constructed.

The total value of imports into New Brunswick for the year 1862, was $8,200,000
Of these there was from the United States 3,000,000
And into the city of St. John 4,145,000
Total value of exports same year was 3,386,538
Of which there was from the city of St. John 2,438,000

From these figures we see that nearly five-sixths of the whole trade of New Brunswick is through St. John, so that what benefits St. John must benefit the whole Province. Now what is it that supports this trade and brings it to St. John? Is it not the vast resources of the upper St. John river, which are now poured down its valley to our city? Nature has given us this great highway, but how long will it be before art and the energy of our neighbors will take these advantages from us? We see every day that circumstances are modifying the channels of trade. We must not trust too much to natural advantages. The St. Lawrence river was the natural outlet for the great West, but the energy and capital of the State of New York have diverted its trade there through her canals and railways. So that not one-tenth of the products of that region are now exported by the river. This idea is very forcibly stated by Mr. Whitney, in an address to the Milwaukee Chamber of Commerce, recently delivered. He says, “Business will not come to us on account of our location alone; neither will it come unless we provide the means to let it come. Energy is mightier than position, and unless we bestir ourselves as one man, renewing our efforts and energies, still further supplying this rapidly developing country with the facilities by which this increasing trade can be brought to this market, we may read our fate in that of some of our neighboring cities.” This extract describes our position exactly. If we neglect to meet our neighbors, so as to exchange commerce with them, they will not delay on our account, but extend their roads to the Upper St. John, and so bring Bangor within 6 hours travel of Woodstock. The time has surely come for us to move. We should wait no longer. Our position is such as will warrant us in going on without hesitation. The threatening evils to be averted should be enough, without counting the benefits to be derived; we see travel forced upon us in spite of our backward position and the disadvantages we offer to travellers. We see every other country (even India, Brazil, Russia, Australia and Africa), advancing and opening up their territory by railroads, and shall we remain in the background, when the whole world is advancing?

Shall we calmly see the sources of our present prosperity turned away from us? We have reached a turning point in our commercial existence. Our neighbors are fully awake to the importance of extending their trade and the manner of doing it. The state of their financial affairs makes it desirable for them to invest their capital in public works; and if we let them anticipate us by but one year, we cannot expect that a people so skilled in all commercial undertakings, will ever suffer us again to obtain that trade which is now awaiting our acceptance. If we now neglect to secure the completion of this road, not only will St. John suffer, but the whole Province retrograde.

Let us hope that local feelings and jealousies will not intervene, but that the project will be viewed in its true light as a Provincial undertaking and a Provincial benefit, and that all classes will unite to secure at once advantages that have been so long and so often recognized.
At a meeting called by the Chamber of Commerce, composed of its members, and others, held at the Mayor's Office, on Tuesday, 12th January, 1864, comprising many of the principal merchants in the City, and several members of the different branches of the Legislature, and of the press, Mr. E. R. Burpee, C. E., was requested to read a paper prepared by him in advocacy of the extension of the European and North American Railway westward, to the American frontier. After the reading of the Report, the cordial thanks of the meeting were given to Mr. Burpee, on motion of the Honorable John Robertson.

On motion of John Boyd, Esquire, seconded by Charles N. Skinner, Esquire, M. P. P., it was unanimously

"Resolved, That a Committee be appointed to prepare the Report read, for publication, and take other measures for having the subject of it brought before the people and Government of this Province."

The following persons were named as the Committee, with power to add to their numbers:—L. Donaldson, C. N. Skinner, M. P. P., William Thomson, H. Fairweather, William McKay, D. B. Stevens, William Wright, A. Jardine, J. V. Troop, R. Jardine, and A. Rankine, Esquires, and Rev. William Elder.

Moved by D. B. Stevens, Esquire, seconded by William Thomson, Esquire, and unanimously agreed, that

"Whereas it has been intimated to this meeting, that the managers of the Railways in the Eastern section of the United States are very desirous to meet an extension of our Railways at the Western Boundary of the Province; therefore

"Resolved, That this meeting do earnestly urge the Government and Legislature to adopt such measures as will lead to its early construction."

At a meeting of the above Committee, held on Thursday, the 14th January, L. Donaldson, Esquire, was requested to act as Chairman, and D. B. Stevens, Esquire, as Secretary, and a number of gentlemen were added to the Committee, whose names will hereafter be published.

D. B. STEVENS, Secretary.

Saint John, N. B., January 20, 1864.