

## ***CHAPTER V.***

### ***HISTORY CONTINUED***

#### ***1862 TO 1867***

**State of railway extensions in 1862 - New Brunswick and Nova Scotia make fresh efforts - Survey determined on - Mr. Sandford Fleming appointed - Mr. Fleming's report - Advantages of the Bay Chaleur route - Newfoundland railway - Political dead-lock in Canada - Movement towards Confederation - Members of Canadian Legislature invited to Maritime Provinces - Convention at Charlottetown - The Quebec Convention - Resolution respecting Intercolonial Railway - General festivities - Act of Confederation - Act guaranteeing interest on Railway loan.**

At the close of the decade ending 1862, the Railway system had extended through a considerable portion of British America. The Grand Trunk Railway was in operation from Sarnia, at the foot of Lake Huron, to Rivière du Loup a hundred and twenty miles from Quebec towards Halifax; a distance in all of 780 miles. A Railway had been constructed from Saint John to Shediac in New Brunswick one hundred and eight miles in length. Halifax had been similarly connected with Truro in Nova Scotia, by a line sixty miles in length; and towards the close of 1862 a well directed effort had been made to establish the conditions on which the Imperial Government would assist in the completion of the line yet to be constructed. Although this attempt did not succeed, the hope was still entertained that the difficulties experienced could eventually be removed, if a spirit of concession and good feeling actuated all who were conducting the negotiations.

The action of the Canadian delegates with regard to the sinking fund, led to some disappointment in the Maritime Provinces. The conditions had been fully discussed in repeated conferences, and changes had been introduced to meet the objections that had from time to time been offered. It was considered, therefore, that possibly the Imperial Government might have been induced to modify the objections which it had advanced, if met by argument and conciliation.

The Secretary of State for the Colonies in a despatch to the Governor-General of Canada, January 17, 1863, stated that he certainly had been under the impression that, with the exception of the establishing of a sinking fund, all the difficulties had been removed by explanation or concession; that the objections to a sinking fund had been to a great extent removed; and that he thought some of the grounds set forth in the memorandum of the Canadian delegates would hardly have been advanced if the objectors had thought it advisable to ascertain by further conference the intentions of Her Majesty's Government.

The Legislatures of New Brunswick and Nova Scotia in no way remitted their efforts, they still put forth their old energy and continued that unflinching support and determination, which had gone so far towards attaining success. On the return of the delegates, bills were passed authorizing loans for the construction of the railway. The votes were carried with the expectation that the Government of Canada would take the same course. But it was held in that Province that the failure of the negotiations left matters precisely where they had been, and that there was no call for legislation inasmuch as no defined policy had been determined.

On the 25<sup>th</sup>, February, 1863, an Order in Council was passed by the Canadian Executive;

it expressed concurrence in the action taken by their delegates and suggested a course of action which in their view would, more speedily than any other, arrive at a practical and definite settlement.

In the recent negotiations in London, the Home Government had insisted that the Imperial Parliament should not be asked to guarantee the loan of £3,000,000, until the surveys had been made, the line submitted to and approved by Her Majesty's Government, and until it had been satisfactorily shown that the railway could be put in operation without further application for an Imperial guarantee. It was further asked that the survey should be carried on by three engineers, one of whom was to be appointed by the Home Government.

Accordingly the Canadian Government considered that a reliable survey and estimate should precede any further negotiations with respect to ways and means.

A sum was therefore placed in the estimates for that purpose and it was arranged that the duty should be performed by a commission of three Engineers, one appointed by the Province of Canada, one jointly by Nova Scotia and New Brunswick, and the third by the Imperial Government.

In pursuance of this arrangement the Government of Canada passed an order in Council on the 22<sup>nd</sup>. August, 1863, appointing Mr. Sandford Fleming to co-operate with the nominees of the Imperial Government and the Lower Provinces.

This appointment was communicated to the Governments interested, with the request that such action should be taken as would enable Mr. Fleming, with his colleagues to commence the survey without delay. Mr. Fleming was however nominated by Nova Scotia and New Brunswick, and the Duke of Newcastle, then Colonial Secretary, likewise appointed him on behalf of the Imperial Government.\*

In making the selection of Mr. Sandford Fleming as the representative of the Imperial Government while he at the same time was acting for the British American Provinces, it was felt that the Duke had rightly appreciated the importance of avoiding the delay and inconvenience invariably attendant on divided responsibility.

In the meantime a discussion had arisen between the Governments of New Brunswick and Canada, respecting misunderstanding which had occurred in the previous year. New Brunswick was willing to enter on the survey, but asked Canada to pledge itself to certain conditions regarding it. Canada, on the other hand, considered that negotiations should only commence when the survey was completed.

The Government of Nova Scotia regarded the proposed survey as indispensable and expressed its regret that any question had been raised at that time as to the extent to which the Government would ultimately be bound by it.

\* The appointment was made by Despatch dated October 17, 1863, to the Governor General - The Duke says; - "the character of Mr. Sandford Fleming whom, in your despatch No. 81, you mention as having been nominated by the Government of Canada to undertake the preliminary survey of the line of Intercolonial Railway, is so unexceptionable; and the selection of him by the Government of Nova Scotia and New Brunswick is such a further convincing proof of his qualification for the office of Engineer for the line, that I am quite ready to avail myself of his services as the representative of the Imperial Government. Your Lordship will accordingly be pleased to appoint Mr. Fleming at once to the situation. It is agreeable to me to feel that by selecting Mr. Fleming as the combined representative of Her Majesty's Government and of the North American Provinces especially interested in this important subject, much delay has been avoided, and that the wishes of your Government for the immediate commencement of the survey have, as far as this appointment is concerned, been complied with."

It does not appear that there was any actual settlement of the misunderstanding. But on the 20<sup>th</sup> February 1864, the difficulty was for the time got rid of by a despatch from the Governor General to the effect:- that, in order to avoid delay, Canada had decided to undertake the survey on its own responsibility and at its sole expense; but that it would be for Nova Scotia and New Brunswick to consider, in event of the survey proving useful, if they would deem it right to pay their proportion of the cost.

On the 5<sup>th</sup> March, 1864, the Engineer left Quebec for River du Loup, the terminus of the Grand Trunk Railway, to commence a *reconnaissance* of the country and to arrange for forwarding the supplies necessary to the prosecution of the work. These operations had to be undertaken, in a country destitute of roads, on snowshoes and on dogsleds. Nevertheless, on the opening of spring, a large staff of assistants were at work at various points between River du Loup and Truro.

The survey was divided into two sections, one extending southeasterly from the railway in operation between Saint John and Shediac, to Truro, the then terminus of the Nova Scotia Railway; the other extending northwesterly from the Saint John and Shediac Railway to River du Loup.

In the former division a range of high lands, known as the Cobequid Mountains, had to be crossed. On the latter division for about 200 miles southeasterly from River du Loup, a broken, elevated country, covered by a dense forest, without settlements or roads, intervened. It is in this division that the Tobique, the Notre Dame, the Shik Shok, and other minor ranges of highlands, are met. Before the close of 1864 the country between River du Loup and Truro had been well explored, and more than one practicable line established.

The report of the survey was made on the 9<sup>th</sup> February, 1865, setting forth the routes surveyed, and such projected lines as seemed worthy of notice. It specially dealt with the means of meeting obstacles of a physical or climatic nature, and pointed out how difficulties of a serious character might be overcome. The quality of the land, and its fitness for cultivation and settlement, were reported upon; and approximate estimates of quantities of the work to be performed were attached. The comparative values of the various routes in a commercial point of view were also reported on.

In all fifteen different lines and combinations of lines, projected in various directions through the country, were compared.\*

These lines were grouped under three distinct heads, and designated "*Frontier*," "*Central*," and "*Bay Chaleur*" routes.

The "*Frontier*" routes were three in number, and embraced the lines which closely approached, in some part of their course, the boundary of the United States.

The "*Bay Chaleur*" routes were also three in number, and included those lines which in their course touched the shore of the Bay Chaleur.

The "*Central*" routes embraced all those lines projected though the interior of the country, at some distance from the frontier on the one hand, and from the Bay Chaleur on the other.

While in each case the general engineering features of the lines, and the nature of the country through which they were projected were set forth, the fact was prominently put forward

that there was little prospect of any considerable amount of "local traffic" by any route, and that no profitable return could be looked for from that source for many years. It

*\* Table of Comparative Distances from River du Loup to Saint John and Halifax.*

TO SAINT JOHN					TO HALIFAX		
ROUTES	No. of line	Railway Built	Not Built	Total	Railway Built	Not Built	Total
Frontier Routes	1	27	292	319	184	401	585
	2	45	305	350	202	414	567
	3	00	301	301	157	410	561
	-	-	-	-	-	-	-
Central Routes	4	00	326	326	157	457	592
	5	00	328	328	157	437	594
	6	37	343	380	120	452	572
	7	77	349	426	80	458	538
	8	37	307	344	120	416	536
	9	77	313	390	80	422	502
	10	96	326	422	61	435	496
	11	37	323	360	120	432	552
	12	77	329	406	80	438	518
	-	-	-	-	-	-	-
Bay Chaleur Routes	13	37	387	424	120	496	616
	14	96	377	473	61	486	547
	15	96	390	486	61	499	560

The following deductions may be drawn:-

*Line No. 3* is the shortest Frontier Route to *Saint John*; its total length is 301 miles, the whole of which is yet to be built. By this line the total distance to Halifax is 567 miles, of which 167 miles are constructed, leaving 410 miles yet to be made.

*Line No. 4* is the shortest Central Route to *Saint John*; its total length is 326 miles, the whole of which has to be made. By this line the distance to Halifax is 592 miles, of which 157 miles are built, leaving 435 miles to be constructed.

*Line No. 13* is the shortest Bay Chaleur Route to *Saint John*; its total length is 424 miles, of which 37 miles are constructed, leaving 387 miles to be made. By this line the total distance to Halifax is 616 miles, of which 120 miles are already made leaving 496 miles to be built.

*Line No. 3* is the shortest Frontier Route to *Halifax* as well as to *Saint John*, the distances are already given.

*Line No. 10* is the shortest Central Route to *Halifax*; the total distance by it is 496 miles, of which 61 miles are built, leaving to be built 435 miles.

The total distance to Saint John by line No. 10 is 422 miles, of which 96 miles are built, leaving to be constructed 326 miles.

*Line No. 14* is the shortest Bay Chaleur route to *Halifax*; its total length is 547 miles, of which 61 miles are

constructed, leaving 486 miles to be made. By this line the total distance to Saint John is 473 miles, of which 96 miles are built, leaving 377 miles yet to be constructed.

The shortest of all the lines to Saint John is No. 3, Frontier Route.

The shortest of all the lines to Halifax is No. 10, Central Route.

*Line No. 3* requires the construction of 25 miles less than No. 10, to connect River du Loup with both Saint John and Halifax but the total distance to *Halifax* by line No. 3, is 71 miles greater than by Line No. 10, whilst the total distance to *Saint John* by Line No. 10 is 121 miles greater than by Line No. 3.

The shortest route from River du Loup to the Atlantic Sea Board, on British territory is by Line No. 1 to *St. Andrews*.

The total distance to *St. Andrews* by this line is estimated at 277 miles, of which 67 miles are constructed, leaving only 210 miles to be built.

The total distance to *Saint John* by Line No. 1 is 319 miles, of which 292 miles require to be made.

The total distance to *Halifax* by Line No. 1 is 585 miles, of which 401 miles require to be built.

was likewise shown that no great proportion of "through freight," could, under ordinary circumstances be profitably carried over the proposed railway. It was argued that, during the season of navigation, freights could be more cheaply taken by water; and in winter, unless the United States placed restrictions on Canadian traffic, freight now passed in bond, would continue to follow the shorter routes to the Atlantic. On the other hand by opening up all outlet through British territory the effect would be that shorter lines through the United States would be kept under control. Accordingly, even when in no way used for freight, by the influence it would exercise on the customs' regulations, and the railway interests of the United States, the new line would directly benefit the agricultural and commercial interests of the Western Provinces.

It was claimed that a line touching, the Bay Chaleur possessed special advantages in the matter of passenger traffic. Previous to the survey, the extension of the United States lines by the Atlantic coast to Halifax had been advocated with the view of reducing the time taken in the ocean passage, by shortening its length. Powerful influences had been enlisted to complete the coast line to Halifax. It was considered probable that, on the completion of this connection, most of the passenger traffic, not only from the United States, but also from the Province of Canada, west of Montreal, would seek Halifax through the United States, instead of passing over the Intercolonial via River du Loup.

The Bay Chaleur, however, is not only nearly a hundred and fifty miles nearer than Halifax to Liverpool, but at the same time it is two hundred and sixty-six miles nearer Montreal than Halifax is. Consequently the selection of a port on the Bay Chaleur for ocean steamers would shorten the whole distance between Montreal and Liverpool fully four hundred miles. Even between Liverpool and New York one hundred and sixty miles would be saved by commencing the ocean passage at the Bay Chaleur.

The Intercolonial Railway accordingly presents an important route for ocean, mail, and passenger traffic, to Canada, the Western States, and to a large portion of the Central States.

These facts pointed to a line by the Bay Chaleur as preferable to the Central or the Frontier lines.

It was suggested that this line might exercise important influence on Newfoundland. The consideration of the shortest lines between America and Europe with reference more particularly to the conveyance of passengers and mails, pointed to the extension of the railway system across Newfoundland.\* The theory was advanced that there already existed, or that in all probability

there would soon be, sufficient traffic to sustain a daily line of ocean steamers across the Atlantic. The idea of including Newfoundland in the scheme of inter-

\* See Appendix

communications and making a railway there, a continuation, as it were, of the Intercolonial line, with the prospect of the Island becoming part of the Federal Union may have appeared to be visionary. But nevertheless some advance has been made in that direction. In the ten years which have since elapsed, Newfoundland has been awakened by the spirit of progress, and she more thoroughly understands the importance of her geographical position. Last year, the interior of the Island, scarcely before trodden by the white man, and full of natural resources, was passed over by a large staff of engineers sent by her Government to examine the practicability of a railway from the extreme east to the extreme west. Another decade may record results such as the chronicler of today gives to the world of what has been effected by the Dominion in the last ten years.

The report contained estimates of the probable cost of the Intercolonial Railway, which however, were necessarily imperfect, as they were based on the limited examination. The line surveyed through the interior of the country, was estimated at an average of \$46,000 per mile, or \$20,635,500, for a total distance of 458 miles, the length of new railway to be constructed.

Only a portion of the line since adopted by the Bay Chaleur, had then been tested by instrumental survey, but upon the data obtained, applied as an average, to the whole distance between River du Loup and Truro, the total cost was roughly estimated at \$19,853,214. It was stated that it was possible that a less sum might suffice, but that until more elaborate surveys established the exact character of the work, the line could not safely be estimated under the cost of twenty million dollars.

While the survey was in progress in the year 1864, important movements were made towards the establishment of the Dominion.

The Governments of Nova Scotia, New Brunswick, and Prince Edward Island, were authorized by their respective Legislatures to enter into negotiations for the union of the Maritime Provinces; and a convention was appointed to meet in the month of September, at Charlottetown, Prince Edward Island.

In Canada, after a long contest, to a great extent the result of sectional jealousies between the Eastern and Western Provinces, it seemed as if parties had assumed such an attitude that the continuance of Government by a Parliamentary majority had become an impossibility. In Western Canada, it was maintained that province, being the most populous, was unfairly represented in the Legislature. Eastern Canada, on the other hand, had held that no change could be made in the Union Act, which assigned equal representation to both provinces. To remedy the dissatisfaction, an attempt had for some years been made to govern by double majorities, in itself an unwieldy and impracticable arrangement.

This is not the place, however, to discuss the political events which led to confederation. It is enough to remark that there seemed to be no extrication from difficulties which threatened to become chronic, except in the adoption of some measure which would unite in a whole the several provinces of British America, so that more national interests and a wider field would cause merely sectional interests to be of secondary importance. It was felt by both parties that the time had arrived when decided steps should be taken. After much deliberation, it was determined with the general assent of the supporters of the government and of the opposition, to

unite in one effort to secure the confederation of the Canadas with the Maritime Provinces.

On the prorogation of the Legislature in June, a fusion of parties took place, and a new government was announced, with the avowed policy of consummating the confederation of the British North American Provinces.

Eight of the members of the new executive were accordingly (deputed to the convention of the Maritime Provinces, appointed to assemble at Charlottetown. The movement in Canada exercised great influence upon the events which followed. It had long been felt that from geographical position, and from distinct political organization, there had been but limited business relations, and an almost total absence of social intercourse, between the various provinces, which it was now proposed politically to unite into one great nationality. Accordingly, the inhabitants of Saint John and Halifax considered it desirable to form the acquaintance of the political leaders of the provinces proposing to enter into alliance with them.

On the prorogation of the Canadian Legislature, the members of both Houses were tendered the public and private hospitalities of the cities of Saint John and Halifax. The invitations were immediately accepted.

During the summer the visit was paid. A steamer with some three hundred representative men from all parts of Canada, from the banks of the St. Lawrence, from the Ottawa, from Central Canada, from Toronto and its populous neighbourhood and from the shores of the upper lakes, landed in the Lower Provinces, where a series of banquets followed one on the other, where private hospitality was profusely offered and where abundant opportunities were created for the crowd of visitors to know the people, the industries and the resources of the Maritime Provinces, which were now visited for the first time, by nearly all those present.

The time-honoured custom of the British race, of inaugurating a great undertaking by festivities and hospitalities, ushered in the birth of the Dominion. The banqueting which commenced in the cities washed by the waves of the ocean, was repeated before many months throughout Canada; and the cities by the St. Lawrence and by the lakes gave back the echo of the cheers which had so lately been heard at the seaboard.

On the 8<sup>th</sup> September, the memorable meeting took place at Charlottetown, where representatives of Canada, New Brunswick, Nova Scotia, and Prince Edward Island were drawn together; but the larger question of a federal union of all the Provinces completely overshadowed the more limited question of a union of the Maritime Provinces for which the convention had been called.

After the adjournment of the convention meetings were held at Halifax and Saint John. The question, however, had really been settled at Charlottetown; but the usual banquets followed, the customary speeches were made, and the subject was at each place thoroughly discussed.

In October 1864, with the sanction of the Imperial Government, a convention of delegates from all the Provinces, including Newfoundland, was held at Quebec; a series of 72 resolutions was adopted, by which it was proposed to unite Eastern and Western Canada with New Brunswick, Nova Scotia, and Prince Edward Island. At the same time, provision was made for the admission of the Territories then occupied by the Hudson Bay Company, together with British Columbia and Newfoundland.

These resolutions formed the basis of the articles of Confederation subsequently incorporated in an Imperial act. The 68<sup>th</sup> resolution specially bears upon the subject of this

volume; it was therein determined that "the general Government shall secure, without delay, the completion of the Intercolonial Railway from River du Loup, through New Brunswick, to Truro in Nova Scotia."

Within a period of five months, a series of important events happened with startling rapidity; events which culminated in a scheme that not only provided for the construction of the Railway which efforts extending over a quarter of a century had failed to secure, but that consolidated in one government Provinces scattered over half a continent, which had remained separate from the first days of their existence under British rule.

The resolutions of the Quebec convention, having received the approbation of the Imperial Government, were submitted to the Provincial Legislatures and sanctioned:

By the Province of Canada, on 10<sup>th</sup> March, 1865.

By the Province of Nova Scotia, on 18<sup>th</sup> April, 1866.

By the Province of New Brunswick, on 6<sup>th</sup> April, 1866.

The Provincial Legislatures also addressed Her Majesty the Queen, praying that a measure might be submitted to the Imperial Parliament to provide for the union of the whole of British North America. The Governor General, with deputations from the governments of the several Provinces, proceeded to England to arrange with the Imperial Authorities the preliminary steps. These deputations met in conference on the 4<sup>th</sup> December, 1866, in London.

A distinct provision for an Imperial guarantee of £3,000,000 sterling for the Intercolonial Railway, formed the substantial distinction between the resolutions agreed upon at Quebec, and those submitted to the Imperial Government at London. Her Majesty's Ministers submitted a Bill to the Imperial Parliament, designated the "British North America Act of 1867," creating the Dominion of Canada. The Bill received the royal sanction on the 29<sup>th</sup> March, 1867, and became, on the 1<sup>st</sup> July, 1867, the Constitution of Canada.

On the 12<sup>th</sup> April, 1867, the Imperial Parliament passed a second bill in the interest of Canada, entitled: "An Act for authorizing a guarantee of interest on a loan to be raised by Canada, towards the construction of a railway connecting Quebec and Halifax." Under this Bill the funds, to the extent of £3,000,000 sterling, for the construction of the Intercolonial Railway, were provided.