



# Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 497 • NOVEMBER - DECEMBER • 2003



# Two Early New Brunswick Railways: The European & North American and

## The New Brunswick Railway

from *Engineering*, 21 March, 1879

edited and annotated by Herb MacDonald

### Editor's Introduction

This article provides a second sample of the content in the 49-part series on Canadian railways which appeared in the British journal *Engineering* over the period 1878-81 (see my outline in Canadian Rail, # 489, July-August, 2002). The content marks the 150th anniversary of the sod-turning ceremonies for the European & North American. These took place in Shediac on 8 September, 1853, and a week later, on 14 September, in Saint John<sup>1</sup>.

As with the sample from *Engineering* dealing with Cape Breton mining railways published in Canadian Rail # 492, a considerable amount of original text dealing with the historical, geographic, and economic background has been edited out. The *Engineering* version did not include any illustrations. Those provided are offered as examples of what might have been used at the time of publication in 1879. Notes have been added for several purposes. Some help to clarify points regarding the content. Others direct the reader to either primary source material such as that available in the Canadian Institute for Historical Microreproductions (CIHM) fiche series<sup>2</sup> or other important modern studies, some of which may not be known outside the Maritimes.

[ .... ] indicates an editor's insert and ..... an editor's deletion

#### [The European & North American<sup>3</sup>]

The town of St. John is now rapidly rising from its ruins<sup>4</sup>, and before the anniversary of its destruction probably half of the burnt district will be restored by a class of buildings equal if not superior to those that they replace.

The River St. John, after a course of 350 miles from the North Allegheny Mountains, here empties itself into the Bay of Fundy, presenting at its debouch the phenomenon of a double reciprocating waterfall, the high tide of the harbour rushing into the river with almost the same impetuosity that the fresh water falls into the harbour at low tide. ... The cause of this state of affairs is the narrowness of the rocky gorge that almost bars the outlet, less than 500 ft. between the projecting capes ..... Across this narrow outlet a suspension bridge, with a span of 680 ft., has been thrown 80 ft above the water. But the projected railway bridge is still unsettled, and at present the prospects of this being completed as originally intended are not promising ....., that portion of the European and North American east of St. John being now included in the Intercolonial system which here terminates<sup>5</sup>.

The railway with this high-sounding title was originally started in Portland, Maine, intended to connect that city with Halifax. The railway system was at that time extended east from Portland 135 miles to Bangor<sup>6</sup> in the State of Maine, and the European and North American was to continue this to Halifax 470 miles further. The Nova Scotia Government, in negotiating with the Colonial Office for the means to construct the Intercolonial Railway, deceived themselves into the idea that the Imperial guarantee extended

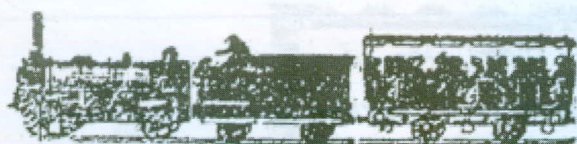
also to a line to the borders of the United States, and although on looking over the correspondence there seems now nothing to justify this impression, still it became so completely expected, that at the Portland convention<sup>7</sup> the means to complete this long line were represented as limited only to the wants of the section between Bangor and the provincial line 114 miles [away]. When the negotiations fell through<sup>8</sup>, Messrs. Peto, Brassey, and Jackson actually closed a contract for the 240 miles in New Brunswick, including the still uncommenced bridge over the St. John ..... [This venture was taken over by the New Brunswick government and the section east of Saint John was completed in 1860. In the mid-1860s, the "Western Extension" from Saint John to the US border was built by a new private company.] All [of the proposed line] but the bridge is now completed<sup>9</sup>. But the scheme for a united management for the purpose of making this line a through route from the United States, in connection with the Atlantic traffic<sup>10</sup>, is forever dissipated<sup>11</sup>.

The present European and North American line [from Saint John over the US border to Bangor<sup>12</sup>] is now the property of two companies, by no means working harmoniously, dividing the road .... at the boundary line, 95 miles the British and 114 miles the American<sup>13</sup> sections. It commences<sup>14</sup> on the opposite side of the harbour to St. John, where it dispenses with the formality of station accommodation, the train being backed down to the ferry landing, alongside the public thoroughfare. From this starting-point the railways skirts the entrance to the harbour, and winding round the shore to get the necessary elevation, in three miles it reaches the point from which the approach to the intended bridge was to









### European and North American Railway.

ON and after MONDAY, 20th inst., a PASSENGER TRAIN will leave the Station at Mill Street, Portland Bridge, DAILY, (Sundays excepted,) until further notice—

For Head of Marsh.

At 9 o'clock, A. M., 12 o'clock, (noon,) and At 4, and 6 o'clock, P. M.

And return, leaving Head of Marsh,

At 9.35 A. M., and

At 12.35, 2.35, 4.35, and 6.35 P. M.

Calling at Following Places :

GARDEN STREET, near the Valley Church,

GILBERT'S LANE,

DRURY'S LANE,

ASHBURN LANE,

THREE MILE HOUSE,

DONOVAN'S LANE

Single Passage, 6d. Tickets at Railway Office, 50 for 20s. W. H. SCOVIL,

Chairman of Railway Board.

Railway Commissioners' Office, {  
17th July, 1857.—1m }

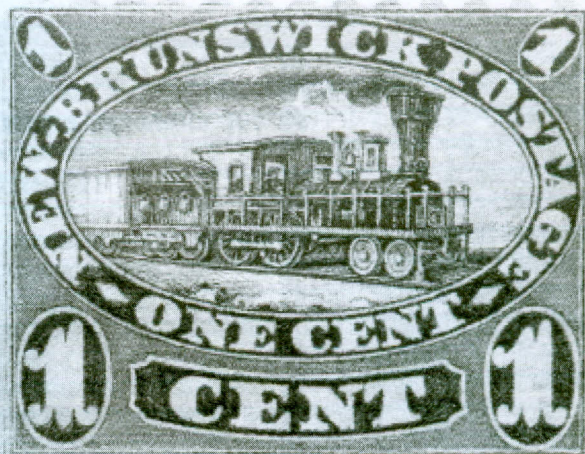
The first E&NA timetable which appeared upon the introduction of passenger service on a short section of track in the east end of Saint John in July of 1857. A comparable short section opened on the Shediac end of the line later in the summer. The Morning News of 26 August 1857 had the original timetable for that section.

Saint John Morning News and New Brunswick Railway Advocate, 20 July 1857

Woodstock, where the trains are arranged to meet and interchange from all four routes, St Andrew's and St. Stephen's south, Woodstock and Houlton north, St. John to the east, Boston, Portland, and Bangor from the west.

Six miles beyond McAdam Junction the St. Croix River is crossed, and immediately on the American side is the village of Vanceboro' in the State of Maine, and the European Railway of the American company commences. This latter line was opened in 1867 to Mattawamkeag, 58 miles from Bangor, and for some time was a good paying property, but after the completion of the line from St. John to Vanceboro' in August 1869<sup>16</sup>, the connection was pushed through a desolate wilderness, and soon [1871] completed. A fusion of the two companies took place in December 1872 which resulted in the general collapse and bankruptcy of both. Recriminations ensued, a seizure was made by the bondholders of the sections separately mortgaged, and both lines are now worked by the receivers of the two companies for the benefit of their respective bondholders.

The Fredericton branch, 23 miles long, making the distance to St. John 68 miles, is a separate company<sup>17</sup>, and so



This stamp was one in a set of six first issued by the New Brunswick government in May 1860, reprinted in 1864, and used until just after Confederation in 1867. While the design was generic, the stamp was certainly issued to celebrate the 1860 opening of the E&NA between Saint John and Shediac.

Editor's Collection

far has kept clear of financial embarrassments. There are no works or bridges of any magnitude on the route. It is a surface line all the way, and the 10,000 dollars per mile given by the Government, together with 80,000 dollars from the city of Fredericton, probably nearly finished it, the balance being found by local parties to whom the outlet was of more consequence than the direct profit of their investment.

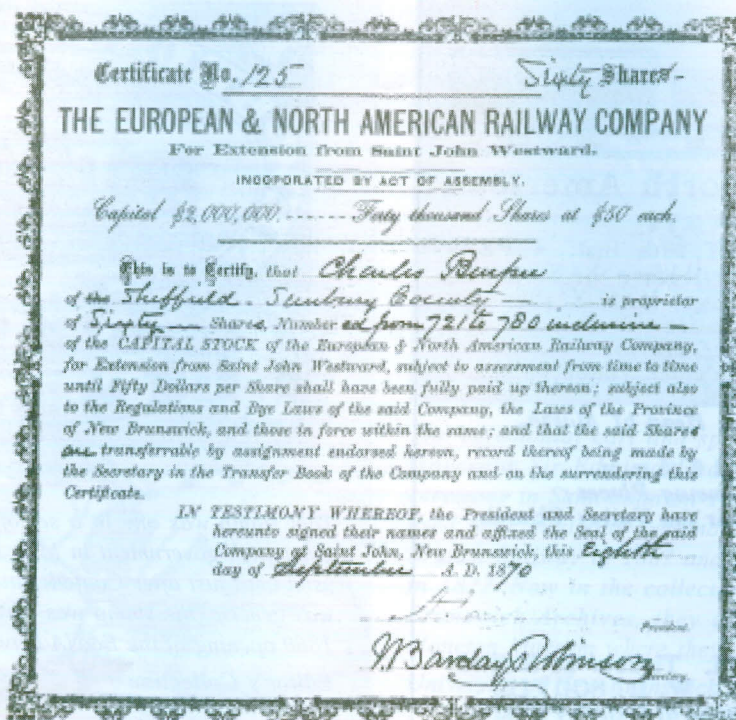


Cutting the roadbed for the Western Extension's Carleton branch which ran down to the west side of Saint John harbour. The downtown core of the city on the opposite side of the harbour is visible in the background. During its lifetime (1869-83) the CIN published many illustrations of early Canadian railways, all of which may be found in the National Library's online database of CIN images at <www.nlc-bnc.ca/cin>

By EJ Russell in Canadian Illustrated News, 22 April 1871

The navigation is good to Fredericton, and steamers ply regularly to St. John during the time navigation is open<sup>18</sup>. Formerly a regiment of soldiers was stationed here, and this was the principal depot for the lumbering supplies of the





A gilt-edged investment made in 1870, shortly before the Western Extension linked up with its American counterpart to open service between Saint John and Bangor. While the shareholder, Charles Burpee, has not been identified, the surname is interesting. The chief engineer and surveyor for the Western Extension company was E.R. Burpee.

Public Archives of New Brunswick; file # MC3/390/B

*Abstract of Performance of Engines, on both Divisions of the Railway, for the year ending 31st October, 1859.*

	Name.	Hours in Steam.	Miles Run.	CONSUMPTION OF				MILEAGE OF CARS.					Total Car. Mileage.
				Wood.	Oil.	Tallow.	Waste.	A	B	C	D	E	
Shediac.	"Hercules."	821	5191	18537	61.50	13.50	97.50	4602	4570	2649	3006	..	14827
	"Sampson."	1090	6633	25884	85.75	4.00	136.50	6036	6038	2864	2709	..	17647
	"Seadouc."	1931	8599	21525	115.12	8.50	226.00	5459	5403	3060	3647	..	17569
	"Saint John."	3455	14490	12936	67.38	140.75	146.50	3306	3138	2021	24659	62311	95435
	"Kennebecasis."	2849	9685	1198	4.50	3.75	7.00	808	608	169	5474	75803	82862
	"Petticodiac."	3727	14477	11776	55.00	116.50	144.00	1281	1201	312	21736	109061	133591
	"Anagance."	2992	11346	28152	132.00	389.00	323.00	8418	6026	1320	22342	14084	52190
	"Loostauk."	3010	13128	28948	120.00	445.75	325.50	3397	8130	4556	14079	10547	45709
	"Ossekeag."	1650	7917	13087	60.75	223.50	138.25	5758	4804	3831	8967	26562	49722
	"Apohaqui."	835	4677	12297	58.88	179.50	108.50	4903	4711	3798	5867	..	19279
Saint John.	"Sussex."	176	651	..	..	..	..	..	..	..	3155	140	3295
	Totals,.....	22536	96794	174290	760.89	1524.75	1652.75	48968	44429	24580	115641	298508	532126
Recapitulation.	Pass. and Freight Train, Shediac..	2910	17935	65946	224.50	26.00	365.50	16097	16011	8573	9362	..	50043
	Const. Train, Sec. 4, Salisbury....	932	2488	..	37.87	..	94.50	..	..	..	..	..	..
	Pass. and Freight Train, St. John.	5592	29369	77208	332.63	1142.75	766.75	32871	28418	16007	18580	..	95876
	Const. Train, Sec. 1, 2, 3, 4, St. John	2384	7085	20657	117.02	261.25	283.50	..	..	..	20917	4141	25068
	Const. Train, Sec. 5 and 6, St. John	9251	34511	..	..	..	..	..	..	..	36189	293597	329786
	Const. Train, Sec. 7, Hampton....	1077	3917	10479	48.37	94.75	142.50	..	..	..	22588	..	22588
	Const. Train, Sec. 8, Hampton....	337	1378	..	..	..	..	..	..	..	7955	..	7955
	Const. Train, Sec. 9, Hampton....	53	111	..	..	..	..	..	..	..	50	770	820
Totals,.....		22536	96794	174290	760.89	1524.75	1652.75	48968	44429	24580	115641	298508	532126

Roster and performance of locomotives of the European and North American for the year 1859. Compare this with the 1867 report opposite.

Report of Railway Commissioners of New Brunswick, 1860



## STATEMENT OF LOCOMOTIVES.

WEIGHT.																			
No.	NAME.	BUILDERS.	RECEIVED ON LINE.	LIGHT.						EQUIPPED.			On Drivers.	Capacity of Tender in gals.	Cylinders.	Boilers.	No. Wheels.	Miles Run this year.	Miles Run to date.
				LIGHT.			EQUIPPED.												
				Engine	Tender	Total.	Engine	Tender	Total.										
				Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.		cu.	sq.	ft.	in.	in.		
1	Hercules *	Boston L. Works,	June 1854	45,470	15,500	60,970	51,250	36,550	87,800	33,570	1846	17	20	4	5	4	8	8,768	70,860
2	Samson, *	do.	"	45,500	15,500	61,000	51,000	36,500	87,500	33,250	1846	17	20	4	5	4	8	5,761	47,826
3	St. John, *	Portland Co.	Dec. 1855	36,100	15,420	51,520	39,250	50,500	69,750	25,650	1908	12	20	4	4 1/2	4	8	4,393	61,770
4	Kennebecensis, .....	Boston L. Works,	Dec. 1857	31,950	10,700	42,650	35,470	20,730	56,200	25,470	1292	14	20	4	4 1/2	4	8	5,710	81,920
5	Paticodiak, .....	do.	Jan. 1858	45,400	15,800	60,200	47,320	34,300	81,620	28,650	1639	14	22	4	5	4	8	5,818	114,682
6	Seadone, .....	do.	"	48,000	15,880	63,880	47,420	34,480	81,900	28,620	1639	14	22	4	5	4	8	9,636	169,784
7	Anagance, .....	do.	June 1858	48,200	17,770	65,970	52,500	38,250	90,750	33,030	1861	15	22	4	5 1/2	4	8	5,845	169,784
8	Locetauk, .....	Flem'g & Humbert,	Aug. 1858	47,400	17,780	65,180	51,560	36,200	88,460	31,930	1632	14	22	4	5 1/2	4	8	12,440	104,653
9	Osookung, .....	do.	June 1859	50,650	18,920	69,570	55,400	36,200	94,120	34,550	1861	15	22	4	5 1/2	4	8	7,650	178,710
10	Apolahqui, .....	do.	Aug. 1859	50,500	19,000	69,500	55,400	36,200	94,100	34,500	1861	15	22	4	5 1/2	4	8	7,223	186,194
11	Sussex, .....	Spring L. Works,	Oct. 1859	37,000	14,000	51,000	42,500	26,000	68,500	24,500	1807	15	22	4	5 1/2	4	8	16,190	151,979
12	Prince of Wales, .....	Flem'g & Humbert,	July 1860	50,000	17,700	67,700	56,420	38,430	94,850	34,500	1861	15	22	4	5 1/2	4	8	16,105	155,064
13	Norton, .....	do.	Nov. 1860	50,856	18,810	69,666	56,530	40,100	96,630	34,250	1862	15	22	4	5 1/2	4	8	16,105	155,064
14	Prince Alfred, .....	do.	July 1861	50,200	18,180	68,380	55,550	38,850	94,400	33,850	1861	15	22	4	5 1/2	4	8	17,964	182,360
TOTAL,																		115,018	1,445,196

\* The Mileage of these Engines was not kept until April, 1858; the Total Mileage cannot therefore be given.

† Sold to St. Stephen Branch Railway.

\* Sold to Woodstock Branch Railway.

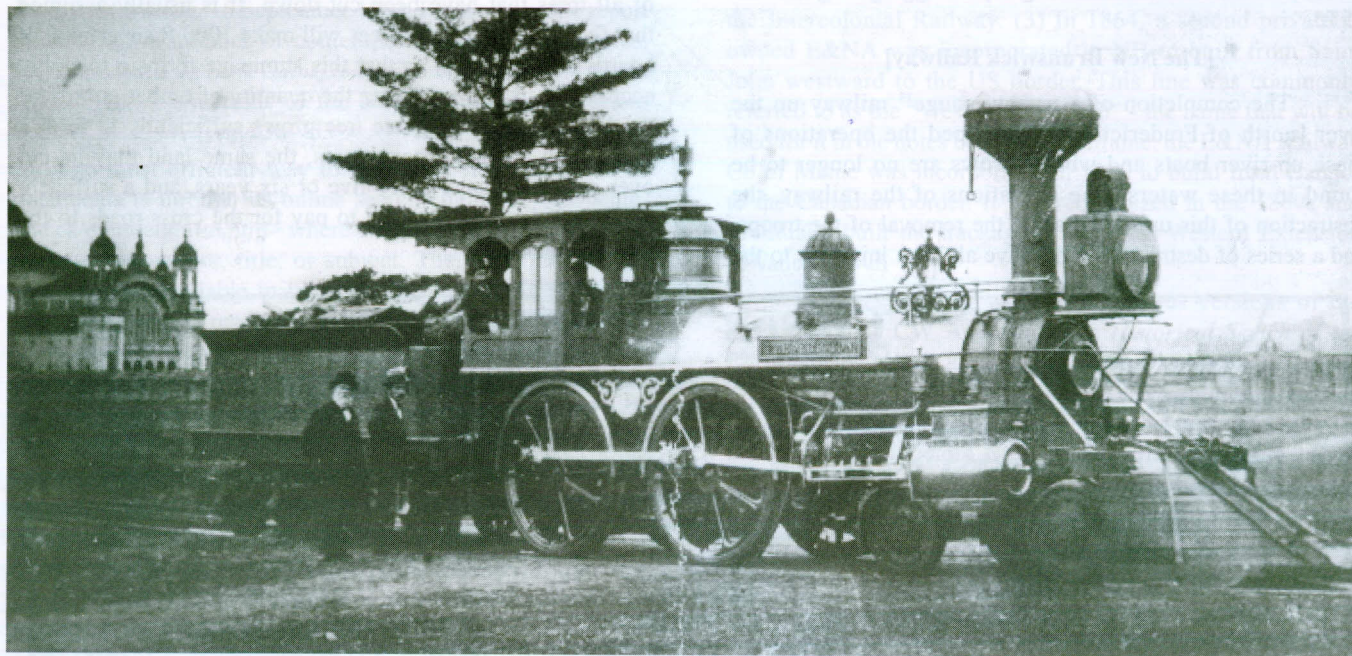
## OTHER ROLLING STOCK.

Designation.	Miles run this year.	Miles run to date.
A 12 First Class Passenger Cars, .....	75,510	1,103,478
E 6 Second Class do. do. ....	88,560	1,030,592
Ex. 4 Express Mail and Baggage Cars, .....	41,320	575,055
C 61 Box Freight Cars, .....	234,364	2,388,484
D 105 Platform Cars, .....	218,876	2,427,035
E 40 Four Wheel Ballast Cars, .....	9,701	651,354
Total, ....	690,541	8,095,413
Pl. 4 Snow Ploughs ran in 1862, 6,144 miles, in 1863, 1,891 miles, in 1864, 2,329 miles, and in 1865, 3,740 miles; in 1866, 1,723 miles, and in 1867, 2,993 miles.		
19 Hand Cars.		

RAILWAY COMMISSIONERS' REPORT.

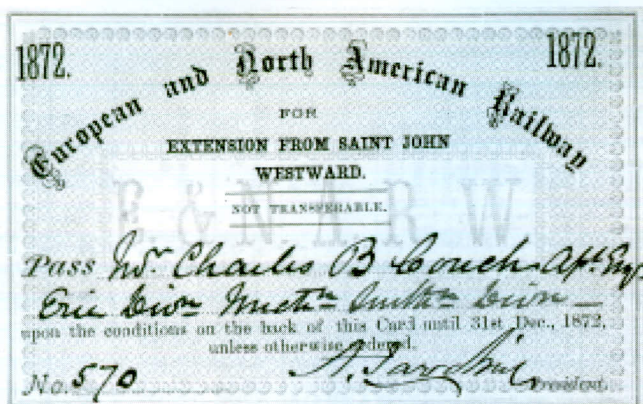
The roster of the government-owned E&NA on the day before New Brunswick became a part of a new nation, the Dominion of Canada - a development which led to the line becoming a part of the Intercolonial Railway.

From Railway Commissioners' Report, 30 June 1867; in Journals of House of Assembly of New Brunswick, 1868



One of the broad-gauge locomotives of the Fredericton Branch Railway photographed in Fredericton sometime between the line's opening in 1869 and the destruction of the Exhibition Building (seen in the background) in a fire in 1877. On the left is Alexander "Boss" Gibson, a director of this line, who was also the key organizer of the New Brunswick Railway on the other side of the river. Under a magnifying glass, the builder's plate (attached to the frame between the drivers) shows the engine came from the Rogers works in Paterson, New Jersey. Public Archives of New Brunswick; photo # P5/874





An 1872 pass of "The European and North American Railway for Extension from Saint John Westward". This unwieldy name was seldom used; it was commonly called the "Western Extension". Collection of Fred Angus

river which were taken from this point by a class of steamers called "wheelbarrow boats" from their general appearance, with one big wheel projecting behind and a pair of engines, one on each outside guard or platform, with a long wooden connecting rod to the overhanging paddle shaft. These boats, 130 to 140 ft. long and 20 or 22 ft. wide, perfectly square in section, and built of very light scantling, when new would draw only 18 and 20 in. of water, and could make their way up rapids running eight or nine miles per hour. Except in the low water of July and August, they worked regularly up to Woodstock, 67 miles, and in the spring of the year, 70 miles further to near the Grand Falls, where the River St. John forms a series of cascades, the principal one 75 ft. in height, and three others with the intervening rapids aggregating another 75 ft.

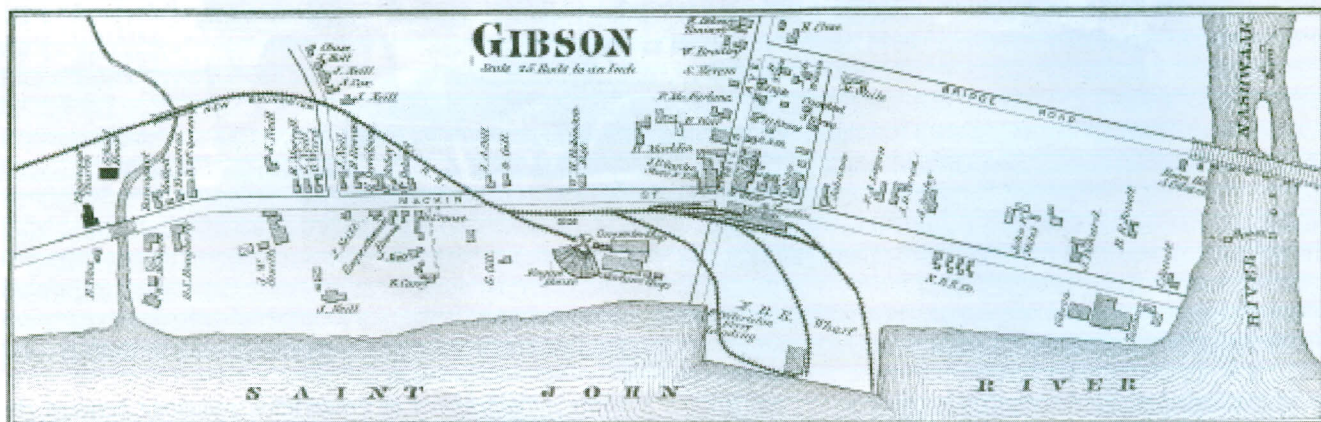
#### [The New Brunswick Railway]

The completion of a narrow gauge<sup>19</sup> railway up the river [north of Fredericton] has stopped the operations of these up-river boats and wheelbarrows are no longer to be found in these waters. The operations of the railway, the abstraction of this up-river traffic, the removal of the troops, and a series of destructive fires, have all been injurious to the

prosperity of Fredericton, and though a pretty little place, it is as a city scarcely a success<sup>20</sup>.

On the opposite side of the river, at a new village called Gibson from its enterprising owner<sup>21</sup>, commences this narrow gauge railway<sup>22</sup> which is courageously pushing its way up the River St. John, and will probably be opened this year to the Little Falls, 31 miles above the Grand Falls, and by the railway 197 miles from Fredericton. At present it is running to Cariboo in the State of Maine, 127 miles entirely through the forest, its principal intention being to open this up for lumbering purposes. At Akkar's Brook, 60 miles from Fredericton, a branch ten miles long crosses the St. John River to Woodstock, forming a second line between this place and Fredericton. The junction between this railway and the New Brunswick and Canada at Woodstock has not been completed and as there is a difference in the gauge there is perhaps no great object in having it. But when the railway is complete to the St. Lawrence, 70 miles beyond its terminus at Little Falls, the connection at Woodstock would open up a new route from St. John to Quebec, through Canadian territory and only 300 miles to the Rivière du Loup, where this railway would join the Grand Trunk, instead of 460 miles by the Intercolonial.

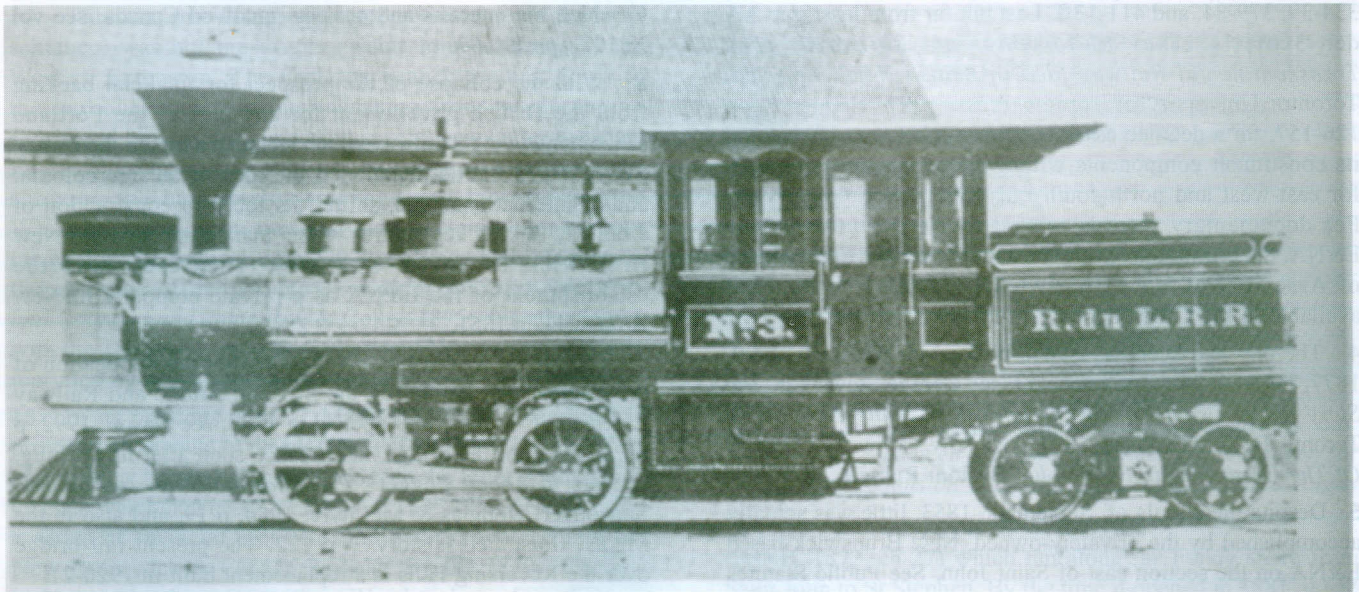
The New Brunswick Railway, as this narrow gauge line is called, has been built on a new financial basis<sup>23</sup>. The Government gave them no cash subsidy, but a deed of 10,000 acres of selected land to the mile of road built, and as the owners of the line are looking more to the lumbering facilities afforded by the road for a return than to the traffic receipts, these are not the gauge of the value of the line. The usual system of collecting the rental of these forest lands is by what is called stumpage, in other words, counting the stumps of all trees that have been cut down. It is usually assumed that five ordinary spruce trees will make 1000 ft superficial of boards an inch thick, so that this stumpage forms a tolerably accurate basis for estimating the quantity of timber cut off by the lessee, and as a spruce tree grows sufficiently to form a saw log in about fourteen years, the same land may be cut over with advantage every five or six years, and a sufficient number of logs be obtained to pay for the cross roads to the railway track.



Downtown Gibson in 1877 showing the main terminal facilities of the New Brunswick Railway across the St John River from Fredericton.

From Atlas of York County, New Brunswick, Fredericton: Halfpenny & Co, 1878, p 11





The New Brunswick Railway was often referred to as the "Riviere du Loup Railway," an indication of the projected northern terminus, despite the fact that the line didn't even get as far north as the Quebec border. This "popular" name was also used by the company itself even though it had no legal status. This 3'-6" gauge tank loco (Mason Works # 509) was one of a pair built for the NBR by Mason Machine Works of Taunton, Mass. in 1873. A single and slightly smaller tank had been delivered earlier in 1873 and four more 0-4-4-0Ts were provided by Mason in 1874. A photo of one of the 1874 engines in NBR livery appears in Robert Legget's *Canadian Railways in Pictures*, 1974, p 16. These seven locos were all of a type which originated with Robert Fairlie, a leading figure in developing new designs for narrow-gauge engines in the UK.

Private collection

#### NOTES

1 The key original account of the festivities in Saint John is that in the *Saint John Morning News and New Brunswick Railway Advocate*, 16 September 1853. For a composite report drawn from a number of contemporary newspaper stories, see John Willet, "How Saint John Celebrated In The Good Old Times," Collections of the New Brunswick Historical Society, # 11, 1927, pp 238-76.

2 The most efficient way to mine this rich collection of documents is through its online search engine at <[www.nlc-bnc.ca/cihm/cihmfm.htm](http://www.nlc-bnc.ca/cihm/cihmfm.htm)> where one can search the collection by keyword, author, title, or subject. The actual documents are still only available in library collections of fiche but the search engine will readily identify items of potential interest.

3 The article's title, which intimates that the E&NA was "a" railway is in truth a bit misleading. At various times between the Portland Railway Convention in 1850 and the publication of the original *Engineering* article in 1879, the name "European and North American" referred to a number of different yet related projects. At the Portland Convention and afterward, it referred to the idea of a railway from Portland or Bangor either through southern New Brunswick or through and beyond New Brunswick to Halifax. After the Convention, the name was also attached to four actual railways. (1) A privately-owned E&NA was incorporated in New Brunswick in 1851 to build from the US border through Saint John and Moncton to Northumberland Strait. (2) In 1857, that private company was taken over by the New Brunswick government which built from Saint John eastward to Shediac (without attempting any work on the western section between Saint John and the US

border). This line retained the E&NA name under the ownership of both the New Brunswick government and the post-Confederation national government until the full 1876 consolidation of the various eastern lines that became part of the Intercolonial Railway. (3) In 1864, a second privately-owned E&NA was incorporated in NB to build from Saint John westward to the US border. This line was commonly referred to as the "Western Extension" - the name that will be used for it in the notes below. (4) In Maine, the E&NA Railway Co of Maine was incorporated in 1850 to build from Bangor to the Canadian border. It was reorganized in the 1860s and eventually built the trackage to meet the Western Extension at Vanceboro in 1871.

Sources dealing with these various versions of the E&NA include CW Anderson, "An Historical Sketch of the European & North American Railway," and RI Stronach, "The European and North American Ry," both in *Canadian Rail*, # 206, January, 1969; David Nason, *Railways of New Brunswick*, Fredericton: New Ireland Press, 1992, pp 11-29; and Nick and Helma Mika's *Illustrated History of Canadian Railways*, Belleville: Mika, 1986, pp 77-90. More detailed coverage is found in AW Bailey's study, "Railways in New Brunswick, 1827-1867," MA thesis, University of New Brunswick, 1955. WS MacNutt's *New Brunswick: A History, 1784-1867*, Toronto: Macmillan, 1963, provides a good analysis of the evolution of the E&NA idea from the Portland Convention through the Confederation debates. MacNutt offers a particularly interesting perspective on the extent to which the Western Extension project was a competitor to the idea of Confederation and its associated plan for a publicly-owned intercolonial railway in the years prior to 1867; see pp



334-39, 379-84, and 411-13ff. Last but far from least, see AA den Otter's *The Philosophy of Railways: The Transcontinental Railway Idea in British North America*, Toronto: University of Toronto Press, 1997, chapter 5, pp 126-157, for a detailed assessment of the E&NA concept and its constituent components within the conflicting proposals for east-west and north-south railways in New Brunswick. For documentary records related to the evolution of the E&NA, the prime sources are the annual Journals of the House of Assembly of New Brunswick (JHANB) and material available in the CIHM series.

4 The city had been devastated by a major fire on June 20, 1877; for a contemporary account, see George Stewart Jr. *The Story of the Great Fire in St. John, N.B., June 20th, 1877*, Toronto, Belford Brothers, 1877. Also R.W. Conwell, *A History Of The Great Fire in Saint John*, Boston: Russell, 1877.

5 Despite the hoopla of September, 1853, little was actually accomplished by the privately-owned, New Brunswick-based E&NA on the section east of Saint John. See Public Statutes of New Brunswick (PSNB), 1851, Local and Private Acts, ch 1, for the incorporation of the original New Brunswick company. The act is included in the CIHM microfiche series, # 48623. John Wilkinson's survey for the line eastward from Saint John is found in "Reports on the proposed line of railway between the city of Saint John and the harbour of Shediac," (Fredericton: J. Simpson, 1850), CIHM # 22222. Wilkinson's survey of the section from Saint John to the US border was carried out the following year and printed in JHANB, 1852, pp ccliv - cclxvii in the unnumbered appendix, "Railway Correspondence."

6 Despite this reference, at the time of the Portland Convention Bangor had not yet been joined to the evolving American railway network. This connection was not made till the opening of the Penobscot & Kennebec in 1855. In 1862, that line and the Androscoggin & Kennebec were consolidated into the Maine Central, the line which would serve as the onward link to Portland and Boston when rails finally connected Saint John and Bangor in 1871.

7 This conference was organized by John A Poor of Portland in July, 1850 and attended by American railway promoters as well as representatives from the New Brunswick and Nova Scotia governments. The prime goal was the development of a rail link from Portland to Halifax, but it was also proposed that an attached line would branch off in New Brunswick and run to Quebec City and Montreal. While the Convention's focus was on the Portland-Halifax route, and the idea of having this line connect with trans-Atlantic shipping in either Shediac or Halifax, it must be recalled that the St Lawrence & Atlantic was then under construction from Montreal to Portland. Completion of this Montreal-Portland railway (which opened in 1853) along with the E&NA from Portland to Halifax (as envisaged at the Convention) could have given Portland a key role in overland transport between Montreal and the Maritimes. One of the best sources to provide a sense of the convention's deliberations is "A Plan for shortening the time of passage between New York and London with documents relating thereto ..." Portland: Harmon and Williams, 1850; CIHM # 22200. John A. Poor appears in the Dictionary of Canadian Biography, a reflection of the extent

to which his interests and projects involved Canada; see vol X, 1972, pp 590-93.

8 With the collapse of the prospect for financial backing from the British government for any part of the Portland scheme involving a railway which included a link to the United States, Nova Scotia abandoned the idea of an intercolonial and/or international line, shifted its focus to construction of a railway linking key centres within that colony, and left New Brunswick to go its own way. The result was the establishment of the E&NA as a private company in New Brunswick in 1851.

9 The bridge was in fact built, soon after the publication of the *Engineering* article, by the St. John Bridge and Railway Extension Company and opened in 1885; see Nason, 1992, p 86. A photo of the bridge, likely taken soon after its opening, appears in Robert Legget's *Canadian Railways in Pictures*, Vancouver: Douglas & McIntyre, 1984, p 19, and also in the Mikas' Illustrated History..., p 122. The present rail bridge over the Reversing Falls is a replacement built in 1920-21.

10 This refers to the Portland Convention's concept of connecting the E&NA to trans-Atlantic shipping at Shediac or Halifax and making these ports the key North American terminals through which traffic would go on to or come from Boston and New York via the E&NA and connecting lines south of Portland.

11 In addition to the physical gap over the St. John River and the division of the route into the hands of three separate operating companies in the 1870s, gauge gaps also affected operations through much of that decade. The eastern section of the E&NA absorbed by the Intercolonial had been converted to standard gauge in 1875 but the Western Extension and Maine sections of the E&NA retained their original broad (5 ft 6 in) gauge. By the time they had opened the route from Saint John to Bangor in 1871, the Maine Central, running south from Bangor, had also converted to standard gauge. The Saint John to Bangor lines finally converted to standard gauge in 1877 and it was only at that point that traffic could run through from Saint John to points south of Bangor.

12 Construction of the "Western Extension" from Saint John toward the US border had started in 1865. The new company had been incorporated in New Brunswick the previous year as the European & North American Railway Extension Company (PSNB, 1864, chs 42 and 43). See CIHM # 23575 for an 1869 collection of documents including the acts, company charter, and other material. For the survey for the Western Extension by ER Burpee, see "Report of the survey of extension of the European and North American Railway to the American boundary and branch line to Fredericton," Fredericton: John Graham, 1865; CIHM # 23297.

13 Perhaps the most complete account of the evolution of the original E&NA project from an American perspective is a virtually unknown study done over half a century ago - Elda Gallison's "The Short Route to Europe: A History of the European & North American Railroad," MA thesis, University of Maine, Orono, 1950. John A Poor played a central role in the American project from conception of the idea several years before the Portland Convention through his years as President of the E&NA of Maine from 1853 till 1866.



14 This site (the "starting point" referred to in the next sentence) was not the original Saint John terminus of the Western Extension. The Carleton Branch leading down to the harbour, shown in the engraving from the *Canadian Illustrated News* (CIN), was built several years after the main line had reached Vanceboro in 1869. For an array of maps showing the harbourside trackage and facilities of the Western Extension on the west side of Saint John harbour (as well as the original E&NA/ICR trackage and facilities on the east side of the harbour), see *Atlas of Saint John City and County, Saint John: Roe & Colby, 1875*; this atlas (along with the 1878 Atlas of York County and New Brunswick) was reprinted by Mika Publishing of Belleville in 1973.

15 In its previous issue (7 March 1879), *Engineering* had provided an account of development of rail lines in the western part of New Brunswick beginning with the Saint Andrew's & Quebec which had been organized in 1835. This venture, after a series of financial problems and delays, evolved into the New Brunswick & Canada Railway. By the 1870s, that line had reached only as far north as Woodstock. - a long distance from either Canada or Quebec. See Nason, 1992, pp 1-10, for a concise account of this line. The original Saint Andrew's & Quebec project, one of the earliest ventures to actually start laying track in British North America, has not received the attention it deserves from Canadian railway historians. An early study, "*An Account of the Saint Andrews and Quebec Railway ...*," (Saint John, 1869; CIHM # 08351) is a good starting point for the reader interested in this aspect of the birth of the idea of an intercolonial railway. The original 1836 Saint Andrews & Quebec prospectus is reproduced in CIHM # 37183 and an 1846 prospectus is in CIHM # 37182.

16 While the Western Extension reached the US border at Vanceboro in 1869, the Maine-based E&NA from Bangor to the border was not completed until 1871. A "last spike" ceremony at Vanceboro was presided over by Governor-General Lisgar and President Ulysses S. Grant on October 19 of that year. Several images of that ceremony are found in the CIN issue of 4 November 1871.

17 The Fredericton Railway Company was established in 1866 (PSNB, 1866, ch 14) to operate from Fredericton Jct on the Western Extension to the capital city of Fredericton. The line opened for service in 1869. See CW Anderson, "*A Century Ago: The Fredericton Branch Railway, 1869-1969*," *Canadian Rail*, # 215, November, 1969.

18 On river steamers, see DF Taylor, *The Early Steamboats of the St. John River*, Saint John: New Brunswick Museum, 1980, and G MacBeath, *Steamboat Days: An Illustrated History of the Steamboat Era on the St. John River*, St. Stephen, NB: Print N' Press, 1982

19 The potential benefits of narrow gauge railways for New Brunswick had been promoted by John Edward Boyd in a pamphlet entitled "*Narrow Gauge Railways: A Proposal for their Adoption as a Means of Extending the Railway System of New Brunswick*," (Saint John, 1865) which is CIHM # 37772. This makes interested reading in the context of the appearance of the NBR a few years later but it is uncertain if Boyd had any direct influence on the decisions of the founders of the NBR. A second New Brunswick narrow gauge venture which appeared during the 1870s was the Grand Southern Railway



This 1884 New Brunswick Railway pass was signed by E.R. Burpee who had been the chief engineer and surveyor for the Western Extension company. Collection of Fred Angus

(PSNB, 1872, ch 27) which ran along the Fundy shore from Saint John to St Stephen. By the time it opened in 1881, it had been converted to standard gauge. See MM Somerville, "*The Grand Southern Railway*," MA thesis, University of New Brunswick, 1976.

20 The basis for such an assessment is unclear. It may refer to Fredericton's physical size, small population, or relative absence of industrial and commercial activity. Despite the city's orientation, then and since, as a government and university centre, this observation seems more than a bit off the mark.

21 This was Alexander Gibson, commonly referred to then and now as "Boss" Gibson. See *Dictionary of Canadian Biography*, vol XIV, 1998, pp 400-404 for an account of this prominent New Brunswick industrialist whose empire finally collapsed at the end of the century. Also see SG Rosevear, "*Alexander 'Boss' Gibson*," MA thesis, University of Maine, Orono, 1986. The community was later renamed Marysville (after Gibson's wife) and more recently became part of the city of Fredericton.

22 The line was incorporated (PSNB, 1870, ch 49) as the New Brunswick Railway Company in 1870 and built with a gauge of 42 inches. It would be converted to standard gauge in 1881. An engraving of the sod-breaking ceremony is found in the CIN issue of 1 June 1872. Just before the publication of the *Engineering* article, the NBR was reporting slightly over 200 miles of track in place; see "*Railway Statistics, July-December, 1875*," Sessional Paper # 51, p 5, Sessional Papers, Parliament of Canada, 1876, vol 8. For a concise account of the NBR and Gibson's involvement with the company, see Nason, 1992, pp 43-45. The idea of a railway up the valley of the St. John River had been promoted 25 years before activity started on the NBR. See "*A Prospectus of the New Brunswick Railway, from the city of Saint John to the city of Fredericton, and thence to the Grand Falls of the river Saint John*," (Saint John, 1845). Two editions of this prospectus are found in the CIHM series, #s 21994 and 52432.

23 For a detailed study of government financing of railways in the decade after Confederation, see Jian Ping Hou, *Public Financing of Railroads in New Brunswick, 1867-1878*, MA thesis, University of New Brunswick, 1993.