

BULLETIN

OF THE

AMERICAN HISTORICAL ASSOCIATION

ASSOCIATION



Number 14

August, 1940.

PUBLISHED BY
THE EDITORIAL COMMITTEE
MONTHLY

The BULLETIN of the
CANADIAN RAILROAD HISTORICAL ASSOCIATION

Montreal, Canada

No. 14, August, 1940.

THE INTERCOLONIAL RAILWAY^{*}
1832 - 1876

by

Leonard A. Seton

Part I
Genesis of the Project
1832-1852

The Intercolonial Railway has never been the subject of a "best-seller" or of a "book of the month". It has likewise been overlooked by writers of romantic railway histories and popular novelists, and even by film producers. As the latter gentry would in all probability say, it has no "box-office appeal". A superficial examination of the facts

could seem to bear out the truth of that statement: the Intercolonial Railway was not constructed in spectacular fashion, the time element was not a pressing question, and there were no financial crises, few outstanding personalities, and no scandals of sufficient prominence to have made their mark upon written history. The story of the Intercolonial is obviously then not one of gripping romance and pulsating excitement.

The construction of an intercolonial railway became a necessity to the provinces of British North America, and, as a necessity, was built by them with the assistance of the Imperial Government. Government enterprises have been heralded by more fanfare and have aroused more excitement in later times, but

perhaps they might have learned something from the quiet, efficient comparatively inconspicuous career of the I.C.R., and of its able, conscientious Chief Engineer, Sir Sandford Fleming. Thus the I.C.R. was built with relatively little publicity and acclaim. There was no golden spike to signalize the final linking of Halifax and Quebec, and there was no official first through-train with flowers, decorations, and brass bands. The history of the I.C.R., therefore, is very little known and discussed today in print. Few people know, I suppose, that the train which is depicted upon the Canadian Government's recently-withdrawn five-dollar note (if many citizens have seen five-dollar bills in recent years) was photographed on the Wentworth Valley section of the I.C.R. in Nova Scotia. The I.C.R., nevertheless, possesses a very interesting history, and much effort and exertion, perseverance and persistence, failure and success were necessary before the ultimate completion of the work could be brought about. And yet the public generally today think of the Intercolonial as a railway which has never paid for itself.

The genesis of the idea for an intercolonial railway, linking the waters of the Atlantic Ocean with

* Written in partial fulfilment of the requirements for the degree of Bachelor of Arts (Honours in History), McGill University.

Grateful acknowledgement is made by the writer for the assistance tendered him by Dr. J.I. Cooper, Lecturer in History, McGill University, Montreal.

the City of Quebec, goes back to the year 1832 at least (1). At that date Canada had not yet perfected her great Canal System, let alone built a single railway. The Stockton and Darlington, the world's first passenger-carrying railway, had only been completed in England seven years before, and railways the world over were still in their very infancy.

The proposal in question came from the pen of one, Henry Fairbairn, who expressed it in a contribution to the United Services Journal of that year. He advocated a railway link between the City of Quebec, and the town of St. Andrews on the Bay of Fundy, as a prime necessity to the British North American Colonies, if they desired to maintain a commercial equality with the United States, which at that time were projecting railways to run in every direction.

St. Andrews was a prominent trading and commercial town at that time, and public interest was immediately aroused at the prospect of making its port as great a shipping centre as advance calculations promised that it would become. An association was formed in 1835 for the promotion of the scheme, and support was obtained from the Governments of New Brunswick, Nova Scotia, Canada, and Great Britain, the latter advancing money for a preliminary survey. This survey was executed by one Captain Yule of the Royal Engineers, and by 1837 a satisfactory route had been located, reasonably free of outstanding obstacles.

The same year saw the outbreak of rebellions in the Canadas, and taking advantage, no doubt, of the consequent unsettled affairs prevailing in British North America, the United States protested that the projected St. Andrews-Quebec Railway would be built on American territory. At this time the Maine Boundary question had not been definitely settled, and so, pending the final adjustment of this matter, the en-

terprise was obliged to mark time. The Rebellions, referred to above, resulted, however, in the investigation conducted by Lord Durham, and among the various recommendations submitted by him in 1839, was one for an intercolonial railway between Halifax and Quebec, which he said, "would render a general union absolutely necessary" (2). The Aroostock War which followed closely and involved local skirmishes over the disputed territory, gave further evidence of the necessity of a military road of some sort, connecting the various British North American colonies, and preferably well removed from the American frontier. As the Post Road, then the means of communication between Quebec and Fredericton, passed through disputed territory, there was necessitated the restoration of the old Metis Road from the St. Lawrence to the Restigouche, now to be known as the Kempt Road.

The settlement of the boundary question in 1842, by the terms of the Ashburton Treaty, gave to the State of Maine much of the Territory through which Captain Yule's survey ran, and, consequently, the intercolonial scheme, as such, was indefinitely postponed.

Yet the St. Andrews scheme with diminished importance still survived. In 1847 preliminary work was commenced at St. Andrews, but stopped almost immediately, and it was not until 1851 that operations really got under way (3). This railway, later known as the New Brunswick and Canada, pushed steadily northward, but, despite the optimistic note struck by its name, was fated never to be more than a comparatively local line.

In the meantime the railway mania, which Great Britain experienced in 1845, revived the intercolonial railway scheme and various companies were formed. The connections and reputability of these concerns were of a doubtful character, however, and they received no official encouragement or

backing.

The colonies, nevertheless, were keenly interested, and Lord Falkland, then Governor of Nova Scotia, favouring the enterprise very strongly, communicated with Lord Stanley (4), Secretary of State for the Colonies, upon the matter, suggesting at the same time the advisability of a survey to determine the most practical route for the proposed railway. Soon after, however, Mr. Gladstone came into office as Secretary of State for the Colonies. He proved to be very cautious about the question of pecuniary assistance, and offered instead some advice regarding the drafting of such future railway legislation as might become necessary in the colonies. He did, nevertheless, adopt the suggestion of a survey, and, after the provincial Parliaments of Canada, Nova Scotia, and New Brunswick had bound their respective treasuries to make good the necessary expenses, instructions for a survey were issued in June, 1846 by Mr. Gladstone to Captain Pigon and Lieutenant Henderson of the Royal Engineers (5).

It was now generally recognized that an inter-colonial railway was a practical necessity for the purpose of welding the British North American possessions together. The lower colonies had no substantial physical link with Canada, and with the current rapid expansion of the United States, the British Colonies began to fear for their independence, and for the maintenance of the British connection, which they felt might be strengthened by the construction of an intercolonial railway, and by the development of Imperial trade and immigration to North America. The question of such immigration received much attention at this time, and systematic colonization along the route of the railway, to relieve some of the congestion and overcrowding in the Old Country and to open up the colonial wilderness, was advocated with vigour.

The survey was carried on by the

two engineers appointed (6), until in October 1846, Captain Pigon was drowned in the river Restigouche. His place was taken in 1847 by Major Robinson, likewise of the Royal Engineers, who brought the survey to a satisfactory conclusion and made his report in 1848 (7).

This Report recommended a route from Halifax to Truro, to the Miramichi River by the Gulf Shore, to Chaleur Bay by the Nipisiquit River Valley, along the coast to the Matapedia River, up the valley of the latter to the St. Lawrence River along the St. Lawrence to Riviere du Loup, and then to Levis, opposite to the City of Quebec. This route was favoured over the alternate Central and Frontier routes as it possessed the most favourable grades, offered the best military facilities, and was most conducive to the development of the New Brunswick fisheries. He stated in addition, that an intercolonial railway was both a military and a political necessity.

In the Province of Nova Scotia the Lieutenant Governor, Sir John Harvey, was a hearty advocate of an intercolonial railway, as his voluminous correspondence with the British Colonial office amply proves, and the members of the Provincial Legislature were enthusiastic supporters of a scheme for railway development in Nova Scotia at least. Whether an intercolonial line of railway was to be built or not, they were prepared to extend railway facilities to their own most populous and industrious communities. During the session of 1849, the Legislature placed at the disposal of the Imperial Government the right of way for an intercolonial railway, together with all Crown Lands for five miles on either side of the line. The payment of £20,000 Sterling was also pledged as interest on the capital necessary to carry on the construction of such a railway. This offer was communicated to the Colonial Office, and in June 1849, Earl Grey, now Colonial

Secretary, replied (7) that while Her Majesty's Government was very anxious to promote the undertaking, and had considered very favourably the colonial enactment, at the same time, being fully conscious of the difficulties yet to be overcome, it was not prepared to recommend to Parliament any measure for the execution of the project.

The Nova Scotian Legislature continued to enact legislation to facilitate and to authorize railway construction in the Province, and in the following year, 1850, the Imperial Government was asked (8) once again to aid in the construction of the railway, with the request that it guarantee the necessary funds. Grey replied that the Government was not prepared to recommend such a measure, considering the great amount of and pressure of the exigencies which continue to weigh on the Imperial Treasury."

The natural result was the discussion of local railway lines by the various colonies concerned, and the other two Colonies, Canada and New Brunswick, likewise passed the legislation necessary to authorize local railway lines of their own. As all hope for the construction of the Halifax and Quebec Railway dwindled, so the interest of the Colonies in other local enterprises gained in importance. A public electric telegraph had been constructed from Halifax, through New Brunswick and Maine, and its success had been so pronounced that the question of a railway to parallel it was being discussed.

While connections with the United States were thus being contemplated, an invitation came to the Colonies from Portland, Maine, to a Convention summoned to discuss projected railways, especially one to run from Portland to Halifax. This Meeting (8) took place in July, 1850 and many great and grandiose ideas were studied at its sessions. The State of Maine was prepared to construct its own portion of the railway and other American capitalists profess-

ed their readiness to construct the Canadian portion, provided that they were granted the necessary acts of Incorporation and liberal grants of land and money. Thus was born the "European and North American Railway", another high-sounding name, expressing the hope and belief that Halifax would become the great point of disembarkation from Europe. Many flowery and extravagant orations were made in that style of expression so typical of the New World at that time, and many were the confident opinions expressed that the Convention heralded better and more amicable international relations. One orator spoke as follows:—"In the annals of mankind...since the first dawn of civilization, there has not been a spectacle that surpasses in moral and political grandeur, the exhibition which the three memorable days of this convention have made to the world". (9). The same speaker, becoming even blasphemous in his extravagant and ill-considered utterances, remarked enthusiastically that even the Crucifixion did not do more to herald peace on earth and good-will to men than the Portland Convention.

From the scenes of such excitement and enthusiasm, the Nova Scotian delegates returned to find public feeling equally aroused in their own Province. In Halifax in particular the public imagination was aroused and a public meeting was held in that city. Enthusiasm ran high, but Joseph Howe interjected a cautionary note. He declared that the State revenues of Maine were insufficient for the construction of her own portion of the line, and that reliance could not be placed on American capital for the fulfilment of the project. He rather recommended the attraction of English capital.

The substance of these proceedings were communicated by Harvey to Earl Grey under date of August 29, 1850 (10), who stated that his Government, aware of the military

and commercial significance of the proposed railway, could not conscientiously allow such an enterprise to come under the domination of foreign capitalists. At the same time he enquired whether the Imperial Government would be disposed to guarantee the funds, not to exceed £300,000 Sterling, which Nova Scotia might be called upon to borrow in England for her portion of the railway. Crox replied that the same obstacles to the granting of pecuniary assistance to the Quebec railway would apply to the present scheme. In view of the extreme importance of the enterprise, both as a colonial and as an Imperial necessity, the Government of Nova Scotia sent one of its members, Joseph Howe to England to re-state more emphatically the case for the Colonies.

This was not the first time that Howe had argued in favour of railways. In 1835 as editor of the *Novascotian*, he advocated in an editorial the construction of a railway between Halifax and Windsor. As Windsor possessed water communication with Minas Basin, thence to the Bay of Fundy with its numerous ports, he felt that such a railway would greatly facilitate trade between the eastern and western portions of the province (11). Likewise in 1833, Howe, in commenting upon the contributions of the General Mining Association to the industry and wealth of the Province, lauded the Association's use of the railway for the transportation of its minerals, and stated that its enterprise had brought the railway to Nova Scotia twenty years earlier than it might otherwise have been expected. The amazing accuracy of Howe's prediction will shortly be observed. Howe thus was obviously keenly conscious of the value that the railway was to be to Nova Scotia and to its industries (12).

Howe carried out his mission in England during the winter of 1850-51, and in two well-constructed briefs (10) put forward his argu-

ments in language which made them rank among the greatest of colonial state papers. The people of Nova Scotia, he said, were anxious to secure the advantages of that modern improvement of the common highway, namely, the railway and believed that railways were essential to the advancement and prosperity of the Province. Personally he believed that, as the use of the roads was available to the public without toll, it would be a sound policy to carry the public free upon the railways, provided that the Government possessed the necessary means. If, however, circumstances demanded the application of tariffs, he believed that the tolls would be more moderate and fair, if they were regulated by the Government strictly according to the cost of construction and management, than if monopolies were created and speculators regulated tolls with reference to profits and dividends. If only Joseph Howe could see the effect of Government ownership in the twentieth century! The British Government, he continued, had guaranteed the cost of public works in many colonies and it was under many obligations to aid Nova Scotia. American capital was prepared to finance the European and North American Railway line, but Nova Scotia was reluctant to permit this, as it preferred to see the control of such an enterprise in British hands. The honour of the Crown was deeply concerned in this matter.

Howe had many interviews with members of the British Government and he delivered a number of speeches in which he aroused for his cause the sympathy of the English public. In requesting an Imperial guarantee, he argued for one sufficient in amount to cover the cost of a main trunk line from Halifax to Quebec, as well as that of the international line to the Maine frontier, which constituted a larger object than that of Howe's immediate mission. No reply was received

by him until his receipt of the famous communication from the Colonial Office, under date of March 10, 1851 (10).

This document, the first official memorandum of the Government's decision, stated that it was prepared to ask Parliament to guarantee the cost of such a railway as would likely be of great importance to the Empire as a whole, and as would be constructed in its entirety in British territory. Such a guarantee would cover the amount of a loan raised by the three provinces for a line from Halifax to Quebec. If a shorter line, other than that recommended by Major Robinson, could be found, it would receive preferential consideration, but any such contemplated deviation from the line of the original survey must be subject to the approval of His Majesty's Government. The respective Colonial Governments were to make the necessary financial arrangements for the extinction of the debts incurred through the loan and for the payment of interest upon the same. Then there came the much-quoted sentence which was to bear so much importance for the future of the intercolonial project:- "It is also to be understood that Her Majesty's Government will by no means object to its forming part of the plan which may be determined upon that it should include a provision for establishing a communication between the projected railway, and the railways of the United States". Carried away, no doubt, by an enthusiasm born of triumph, for he certainly had concluded a notable piece of negotiation, Howe wrote home immediately to relate the complete success of his mission. Advising the Nova Scotia Government of an Imperial guarantee to cover the cost of the main intercolonial trunk line, he stated that this guarantee included a provision for a line of connection across New Brunswick to meet the railway lines

of the United States (10).

Sir John Harvey evidently accepted without careful scrutiny this extremely doubtful interpretation and communicated the tidings of Howe's success to the Governments of New Brunswick and Canada (10). Earl Grey himself wrote to Harvey in March (10) suggesting a conference at Toronto to which the Lower Provinces might send their deputations and at which various questions might be dealt with and decided, including the fair division of the expenses and revenues of the proposed railway.

On his immediate return to Nova Scotia, Howe spoke on the matter at a number of public meetings and resolutions in favour of the same were adopted, copies of which were sent to Grey in London. Howe then proceeded to New Brunswick in an attempt to win the approval of that province. This was not an easy task to accomplish as the Portland line was really the primary object of that Province, while the intercolonial line, passing through its sparsely-settled northeastern wilderness, was calculated as likely to be a heavy burden upon the provincial revenues, which were already pledged to assist the St. Andrews and Canada Railway. However, Mr. Chandler, the premier of New Brunswick, and the people of the Province were won over and a deputation from New Brunswick proceeded with that of Nova Scotia to Canada. The result of this further success was also transmitted to Earl Grey.

The Conference at Toronto agreed that the railway from Halifax to Quebec should be constructed on the joint account of the three provinces and at their mutual risk, and that on the repayment of the debt thus incurred, each should own the line within its own territory. New Brunswick, it was decided, should build the Portland line at its own risk with the funds guaranteed by the British Government, or which

the "guaranteed" were so guaranteed. Plans were also included in the agreement for the continuation of the trunk line and its speedy completion to Windsor, Canada West.

The Canadian Legislature, being in session (June, 1851) immediately passed the necessary legislation. Nova Scotia then called a special session of her Legislature for the same purpose, but before New Brunswick could act likewise the blow fell. Earl Grey, writing from London under date of November 27, 1851 (13) advised the colonies that they were in error in supposing that the Imperial Government ever contemplated guaranteeing the cost of a line of railway to Portland, Maine. Her Majesty's Government could only consider assisting a line of direct imperial significance, such as a railway establishing a line of communication between the three British provinces. The Portland line was obviously quite outside the sphere of British policy.

Howe as might well be imagined was greatly upset over this disastrous news, realizing that, as a result of his error, an entire extra session had been called in Nova Scotia and that other extra expenses had been incurred in the other provinces. His defence (13) is contained in two reports written in December, 1851, both of which were sent to Earl Grey.

Grey's reply (13), dated January 9, 1852, while pointing out that the only railway which in all logic could possibly be imperially aided must of necessity be of direct imperial importance, states that, in perusing the reports of Howe's speeches and other documents, he must have overlooked the references to the guarantee covering both lines of railway, owing to the voluminous nature of the papers presented for his inspection. He also believed that he had made it quite plain in conversations with Joseph Howe, that his government could not contemplate extending the guarantee to the

Portland line. There were at the same time in process of construction many public works in almost every British colony and they certainly demanded attention before the Portland line. Whilst the latter loomed large in importance to the limited horizon of the colonial governments, to an Imperial Government concerned with many weighty cares it was of small significance.

While certain Canadian histories (14), with a rather too apparent malice, have described the episode as a dishonour to the word of Great Britain and as the repudiation of an obligation, it is only fair to state that there is no evidence of any agreement covering the Portland line, except Mr. Howe's unverified word. Earl Grey merely stated that there would be no objection to the inclusion of the line to Portland in a plan "which may be agreed upon." There is nothing definite, no agreement of such a kind, contained in Grey's despatch of March 10, 1851. It was quite conceivable that Howe, in his impulsive excitement at an apparent success, might have imagined that there was, but he should most certainly have weighed the import of Grey's words before arriving at any conclusion. It seems like a case of wishful thinking. Hearing that the Imperial Government promised a guarantee, it seemed automatically to him that it must, of necessity, include the Portland line, for he knew that New Brunswick would not have been satisfied without that railway, and that his mission at the same time would not have been a success. It was natural too, of course, that the colonials should feel indignant, for the intercolonial loomed as a project of vital importance to them. Considered from Grey's point of view, though by no means of trivial importance, it must have been but one among dozens of important public works throughout the Empire. With all the cares of government and the necessity of examining reports, resolutions,

and speeches from countless sources, his overlooking of Howe's early references to a Portland line guarantee is indeed excusable.

The project, however, did not immediately peter out, for to the colonies a matter of the highest importance hung in the balance. A Canadian delegation proceeded to New Brunswick, where an alternative route was agreed upon with that province, whereby the railway would follow the St. John River through New Brunswick to St. John and thence proceed to Halifax by way of the head of the Bay of Fundy. This joint delegation carried on the discussion at Halifax with the government of Nova Scotia. The latter, however, refused to pay one-third of the cost of a line which would obviously be of so much more additional advantage to New Brunswick and to the port of St. John. Accordingly, the plan was revised and Nova Scotia agreed to contribute three twelfths while New Brunswick agreed to pay five twelfths, and Canada four twelfths. This scheme was detailed in a communication to Earl Grey (15) dated February 5, 1852. Grey replied declining to commit his Government to this route, lacking sufficient information, as he did, regarding its merits.

Accordingly, a delegation from Canada, Nova Scotia, and New Brunswick proceeded to England to interview the Imperial authorities once again. Hincks, Howe, and Chandler made the journey. Lord Derby's government was now in power with Sir John Pockington as Colonial Secretary (16). The importance of the railway was freely admitted, but aid was refused on the terms proposed and on May 20, 1852, Pockington dealt the final blow by announcing that aid must be declined, as all the previous negotiations had been based, and were conditional upon, Major Robinson's chosen line. Thus was brought to a conclusion the early negotiations for a jointly constructed intercolonial railway, bringing with

it much disappointment and disillusionment. One writer believes that the colonies made a blunder in making themselves responsible for the cost of a preliminary survey, which was conducted solely in the interests of imperial and military considerations, for, in so doing, they automatically acknowledged that the colonies' interests, not those of the Imperial Government, were primary. Had the Imperial Government been induced to accept the charges for the survey in question, the railway would most likely have loomed more important to it. Furthermore, a former Colonial Secretary, Lord Glenelg, had suggested an intercolonial railway to Lord Durham as a political expedient to bring about intercolonial union and now the revised route of the railway was rejected on military grounds. Great Britain had already guaranteed a loan for the cost of the Canadian canals, which were built more from commercial than from military considerations, and thus the colonies did feel disappointed that no such aid was forthcoming for a railway of even greater importance and significance. That was the colonial view. It must not be entirely forgotten, however, that the Imperial Government was now pursuing an extremely cautious fiscal policy, and that the intercolonial railway scheme must have appeared extremely insecure, viewing the meagre resources of the colonies and the small amount of revenue available for such a huge project, especially in the instance of New Brunswick. At any rate, this was the end of the first attempt to unite the colonies by a line of railway.

(For references see overpage)

Part II will appear in
the December Bulletin

REFERENCES

1. Fleming, S.: The Intercolonial, page 6.
2. Lord Durham: Report.
3. Trout: Railways in Canada, 1870-1.
4. Nova Scotia: Journals of Assembly, 1846, (App.48).
5. Ibid., March 14, 1846.
6. Fleming, S.: The Intercolonial, page 46.
7. Nova Scotia: Journals of Assembly, 1849, (App. 1).
8. Ibid., 1851, (App. 40).
9. McLean, S.J.: "National Highways Overland", in "Canada and Its Provinces", Vol.10, page 386.
10. Nova Scotia: Journals of Assembly, 1851, (App.40)
11. The Novascotian, October 1,8, and 15, 1835.
12. Ibid., October 10, 1833.
13. Nova Scotia: Journals of Assembly, 1852.
14. Lovett. Canada and the Grand Trunk.
15. Nova Scotia: Journals of Assembly.
16. Fleming: pps. 53,54.

RESUME OF THE MINUTES

Parent Society

Meeting of May 15th:

After an informal dinner in the dining room of the Queen's Hotel at 7 P.M. nine members and two guests adjourned to the society's rooms upstairs for the regular monthly meeting. Mr. Terroux after the minutes were read reported on the cost of obtaining a federal, provincial or municipal charter for the Association. Plans for three summer excursions over near-by American lines were discussed. Numerous donations were received, including early pictures, tickets, pamphlets, and a switch lock.

Meeting of June 19th:

At this meeting eight members and seven friends were the guests of Mr. and Mrs. Austin at Chambly, Quebec. The Secretary read reports on the recent excursions to Saranac Lake, N.Y., and to Alburg, Vt. These reports were placed on file. The speaker at this the last meeting of the season was the President, and his topic was Ghosts. Refreshments were served and, thus fortified, the members returned to Montreal.

Adirondack Excursion of May 23-24:

Several members of the Association drove in motorcars on the evening of May 23rd to Plattsburg, N.Y., and spent the night there. In the morning they travelled by D.&H. mixed train to Saranac Lake and Lake Placid. This was formerly the narrow-gauge Chateauguay R.R. and runs very close to the New York Central's Malone-Utica line between Standish and Onchiota. There is also a junction with a N.Y.C. branch line at Saranac Lake. The return journey was made in the afternoon. The train was in charge of Conductor Daily, who has completed the longest service on the Delaware and Hudson. In the evening of the 24th the party motored back to Montreal, stopping at Sciota, N.Y. to see the abandoned route of the Plattsburg and Montreal R.R.

Alburg Excursion of June 16th:

Members of the Association in two motorcars drove during the day from Montreal, to East Alburg and Alburg, Vt., to Rouses' Point and Mooers' Junction, N.Y., to Hemmingford, Que.,

Toronto Chapter

and return. At East Alburg an opportunity was given to inspect the junction of the C.N.R. freight line from Coteau (formerly the Canada Atlantic) and of the Central Vermont branch line from Rouses' Point to Fonda Junction. Close to the Central Vermont was seen the La-moille Valley Extension of the Portland and Ogdensburg, built in 1885 and abandoned one year later, and later the remains of a bridge across Missisquoi Bay. At this point the party was joined by Mr. Lawrence Dougherty, railway historian of Malone, N.Y. At Alburg the roundhouse of the Rutland was visited and the members given a ride on Number 18, and at Rouses' Point the roundhouse of the Delaware and Hudson as guests of Mr. Hartney, Superintendent of Motive Power. Both D. & H. and Napierville Junction locomotives were photographed. Northward from Mooer's Junction and on both sides of the international boundary the abandoned road of the Montreal and Province Line could be clearly seen. The original line is still in use from Hammingford to Barrington and beyond and this part of it was followed on the return to Montreal.

The first meeting of the 1940-41 season will take place on September 11th.

Meeting of May 31st:

The President was in the chair. The Treasurer reported that seventeen copies of Bulletin No. 1 had been sold, and that ten would be distributed at the Chapter's expense to various institutions. Plans for a trip to Buffalo on July 14th were announced, as were particulars of the First Annual Dinner.

Meeting of June 8th:

The First Annual Dinner of the Chapter was held at the Chez Paree Restaurant with fourteen members in attendance. The speaker of the evening was F.W. Collins, Esq., Industrial Commissioner, Canadian Pacific Railway, Montreal. Mr. Collins spoke on the development of rail transportation in the Toronto area during the past century. Motion pictures, furnished by the publicity departments of the two railways, were shown. It was regretfully announced that due to passport regulations made public since the last meeting by the U.S. State Department, the trip to Buffalo was cancelled.

The first meeting of the 1940-41 season will take place on October 4th.

EDITORIAL COMMITTEE

R.V.V.Nicholls, Chairman
John Loye
Robert E. Brown
John W. Griffin

Address all communications to;
R.V.V.Nicholls
2174 Sherbrooke St. West,
Montreal, Que.