

EARLY DAYS OF THE INTERCOLONIAL RAILWAY OF NEW BRUNSWICK

It Was the European and North American Railway Then, Running From St. John to Shediac, Without Any Rail Connections The Commission Plan of Building and Operating—Appointments Were All Political—A Change of Government When All Officials and Employees Were Dismissed—How Appointments Were Made.

There have been many and great changes on the Intercolonial Railway since the old European and North American Road was opened from St. John to Shediac in the early sixties of last century.

For was leaving the office and removing his family the following Wednesday. I had three days in which to learn the business. They can't teach the business so quickly as that now.

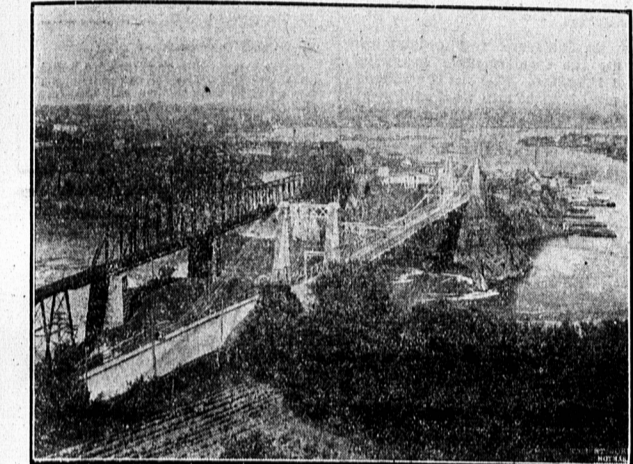
Superintendent and Auditor came down the line unannounced, stopped their car before my station and stepped in. They asked to see my books. I produced them. They went over the cash and the ticket case and apparently found them all right.

In those days the locomotives burned wood, the cars, which were small and low, but of broad gauge, were heated by wood-burning stoves and there were, of course, no sleeping, or dining, or parlor cars.

was a meeting of the Government in Peter Mitchell's room, and the Government was in trouble. Was it the late J. Israel Tarte who told that Governments sometimes "fight like blazes?"

"You think somebody is lying." I assured him that I could not think it possible that honorable men would state that which was untrue, but was puzzled. He proceeded to explain.

ments and successive Governments at Ottawa the road has suffered from changing policies, from spasms of retrenchment, followed by large expenditures, to long delays, from want of needed connections and extensions, from the rivalry of a competing company, and sometimes from the corporate railway influences arrayed against it in Parliament.



REVERSING FALLS, ST. JOHN

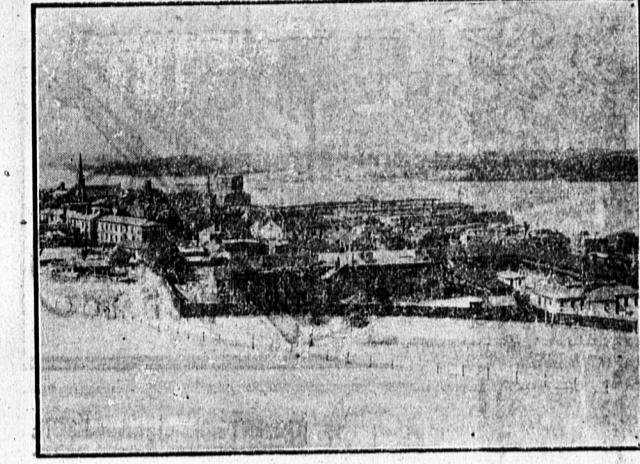
ed by them. The writer had taken some part in the public discussion of the question and had spoken from the hustings in King's County, in opposition to the scheme as then proposed.

"You have had no time to learn the business," he said, and added, "I will send a man to help you with your weekly and monthly accounts."

From that time on I seemed to stand in favor with the Superintendent. Only this or his goodness of heart, led him to overlook some rather inexcusable breaches of discipline on my part.

One member of the new Government whom I knew very well, in passing up and down the line frequently stepped off the train to tell me that I was all right, that he was my friend and so on.

All night long, far into the following morning, the battle raged. The Albert County Senators-to-be, would not give way.



HALIFAX FROM CITADEL

agreed that no more dismissals should be made at that meeting. But in case any other question should should come up in which there would be a tie between north and south he had left power with one man from the north and one from the south to jointly cast his vote to decide the tie.

that the National Transcontinental does not intersect or touch Nova Scotia.

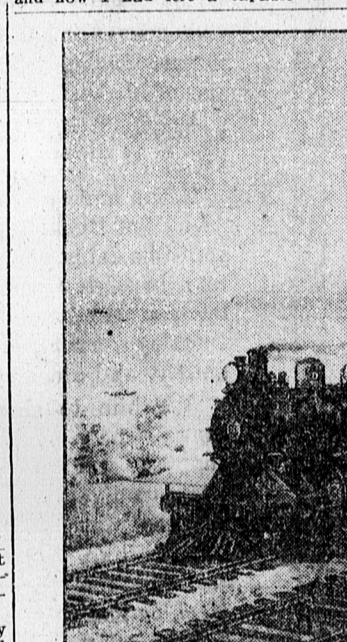
Through all these changes and under all these disadvantages the Government Railway has held a first place in popular favor among the people it has served.



INTERIOR OF I. C. R. PULLMAN

There was a weekly special freight train besides, which went St. John towards on Tuesday and back the following day.

The people doing business at my station I think were all honest and reliable. If a man wanted a ticket or to get some freight on his out of the shed, and had not the money with him, I let him have it and put my own money in the cash box.



I. C. R. MARITIME EXPRESS

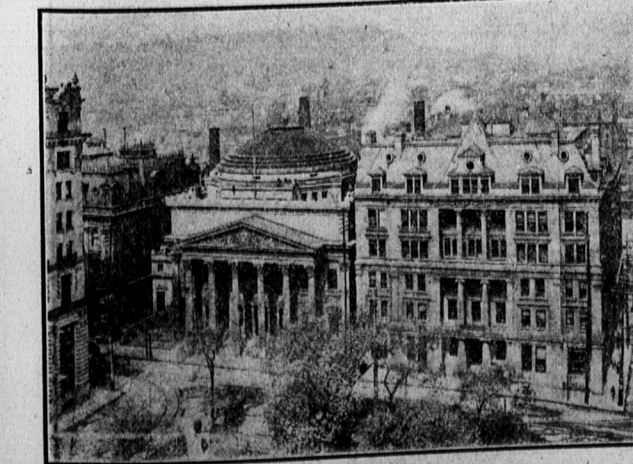
trustworthy man in charge. It ended by his giving me permission under emergency circumstances to do the same thing again when there was not time to write for leave, provided I reported the matter to him afterward.

do this, but he had no alternative, that I had done my duty entirely to his satisfaction, and he laid down a pass for me over the road for a year.

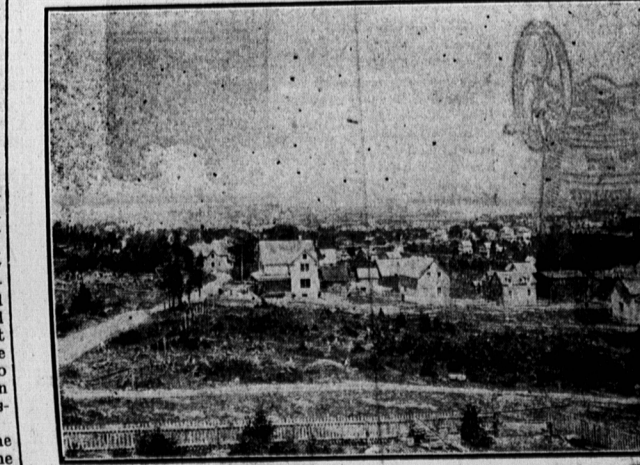
mistake made; that he and three or four of his colleagues had been absent in England at the time watching the B. N. A. Act through Parliament, and ended by inviting me to come with him at 11 o'clock when a meeting of Council was to be held and we would have the matter threshed out.

his friendship was worth. He had been tracked down.

ty; that it is officered by able and capable men, who honestly strive to give the public the best transportation service in their power, at lower salaries than are paid for like capability and experience on the big company systems.



MONTREAL FROM NOTRE DAME CHURCH.



SYDNEY, N. S.