



Sydney, N. S.

The Intercolonial is frequently called the People's Railway, because it is the one great railway system in the Dominion. Its construction was controlled by a corporation or company, but from the beginning has been constructed, owned and operated by the Government for the people of Canada.

It is also in a double sense a bond of union between the Provinces of the Dominion. Its construction was stipulated for in the negotiations which preceded the union, which stipulation was embodied in the British North American Act 1867, section

Nova Scotia and New Brunswick were not then connected by rail with each other, or with Quebec. The old Province of Canada, now known as Ontario and Quebec, had no railway outlet to the sea in winter over British territory and during five months of the year were wholly dependant upon the Grand Trunk line to Portland, Me., which might at any time be cut off, and was more than once endangered.

An unfriendly feeling existed between Britain and Canada of the one part and the United States of the other part. The unsettled Alabama Claims and recurring invasions of Canada by so-called Fenians from across the border, had kept the two countries for years almost on the verge of war. Ontario and Quebec were entirely without coal for fuel or the production of industrial power, except what they could get from the States. In the event of war in the winter season no aid could

The Government Railways of the

THE INTERCOLONIAL THE

Traversing the Sportsman's Paradise, the Dominion of America Affords

Safety, Speed and Comfort in Palatial Coaches Over a Railway By Forest, Stream and Sea—Some of the Best of the Great, Cool Northern Regions of the



Bras D'or Lakes.

145 of which reads as follows: "Inasmuch as the Provinces of Canada, Nova Scotia and New Brunswick have joined in a declaration that the construction of the Intercolonial Railway is essential to the consolidation of the union of British North America, and to the benefit thereto of Nova Scotia and New Brunswick, and have consequently agreed that provision should be made for its immediate construction by the Government of Canada. Therefore in order to give effect to that agreement it shall be the duty of the Government and Parliament of Canada to provide for the commencement, with-

come to them from the British navy, or from British troops except by a long march on foot through the wilderness of northern New Brunswick and Quebec.

Such were some of the emergent conditions which called for the construction of a national highway on Canadian soil to connect the federal Provinces together. But already a beginning had been made in the way of Government Railway construction in both Nova Scotia and New Brunswick. Nova Scotia had constructed a line of railway from Halifax to Truro and an extension of the same from Truro to Pictou. The Government of New Brunswick had built what was then called the European and North American Railway from Saint John to Shediac and the two Provinces had projected lines to connect the two systems with a link between Moncton and Truro.

These lines were at the date of the union owned and operated by the Governments of Nova Scotia and New Brunswick. The nearest Canadian railway to the Maritime Provinces was the Grand Trunk at Riviere du Loup. All these lines were built on the old broad gauge of 5 feet 6 inches, and laid with iron rails. While the International was under construction northward from Moncton to Riviere du Loup the gauge of the Grand Trunk was changed, and it became necessary to change the gauge in like manner of the New Brunswick and Nova Scotia lines to the continental gauge, now common throughout the continent.

The change of gauge was made in one day, on the 18th of June 1875, and the line of the Intercolonial was opened through to Riviere du Loup on 1st July 1876. Three years later, on 1st July 1879, the Government bought for \$1,500,000 that portion of the Grand Trunk Railway between Riviere du Loup and Levis, opposite Quebec.

More recently the Intercolonial system has been extended to Sydney, Cape Breton in the east, and westward to Montreal, and also by the purchase of the Canada Eastern Railway, from Chatham to Fredericton, N. B.

The Canadian Government Railway system also includes the Prince Edward Island Railway. This railway traverses the entire length of the Island Province from Tignish in the west to Souris in the east, with branches to Cape Traverse, Murray Harbor, Georgetown and Montague. It will be noticed from what is above

written that it was the policy of New Brunswick and Nova Scotia to have their trunk lines owned and operated by the Government. The same policy prevailed in Prince Edward Island, where the Provincial Government built and owned the railway, until by the union with Canada in 1873 the system became the property of the Government of Canada.

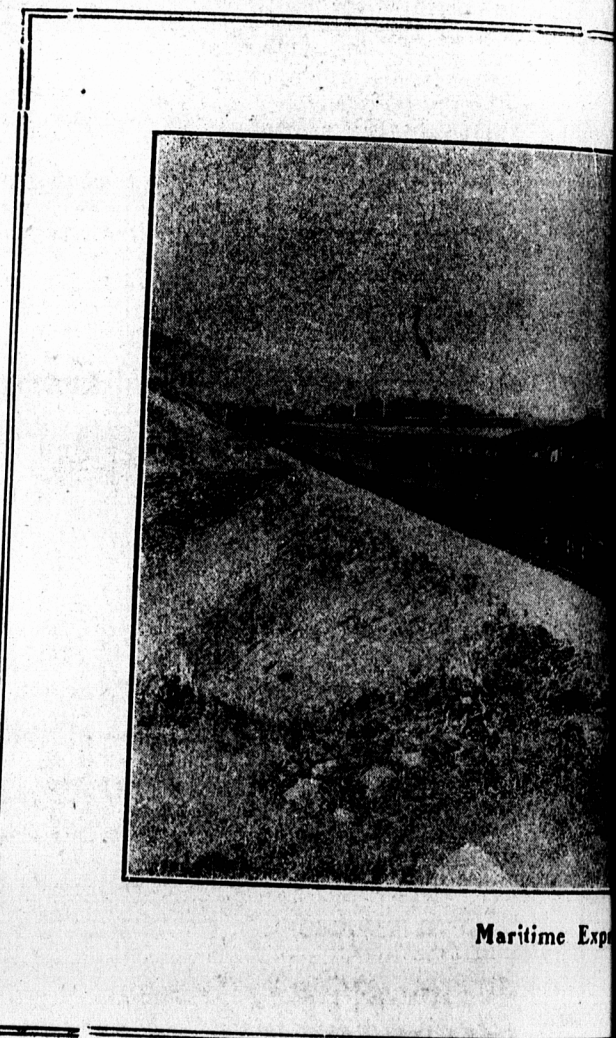
Prince Edward Island has no company railways but is so well served by the Government system that no portion of the Island is more than fifteen miles distant from the main line on its branches. The line is of a narrow gauge, but very substantially built and well equipped with rolling stock.

It has been greatly improved in recent years, notably by the addition of the branch line to Murray Harbor, which includes the splendid steel bridge across the Hillsboro River at Charlottetown constructed at a cost of about \$1,500,000. The handsome new passenger station at Charlottetown, together with the large saw and well equipped workshops and terminal facilities there, the modern and beautiful new stations at Alberton and Kensington, are features worthy of note.

It will be noted that the Government Railway system supplies Prince Edward Island with its only means of railway transport, while on the mainland it connects three Provinces together. It contains Montreal, the metropolis of Canada with the great ocean and winter ports of Halifax, Saint John and Sydney. It connects the coal mines of Cape Breton, Pictou and Spring Hill with the coal-fields of Quebec and the interior, and is at the same time the principal means of local railway service in the eastern half of Nova Scotia, the eastern and southern part of New Brunswick and the eastern part of Quebec.

As is well known to all who have travelled in the Maritime Provinces, the Intercolonial Railway, in its solid permanent way, steel bridges, its fine equipment of rolling stock, its luxurious passenger coaches and speedy express trains, with courteous and obliging officers and employees, is second to none on the continent. It combines in its service the three great requisites of speed, comfort and safety. It is one of the grand railway systems of Canada and America and one of the most attractive to travel upon. Moreover it traverses a region of historic and legendary interest and of varied and remarkable scenic beauty.

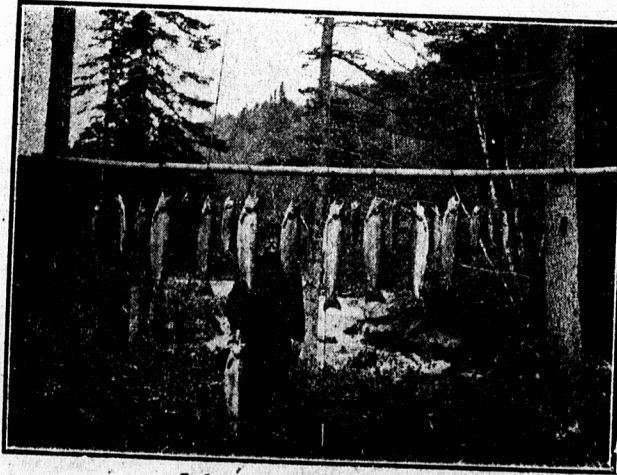
It has besides special attractions for the sportsman with rod or gun, while to the summer tourist in search of health, pleasure and coolness it gives access to a large number of the most enjoyable and attractive summer resorts. A little space may properly be given to these attractions, some of which are fast attaining a celebrity which is extending throughout the civilized world.



Maritime Exp.

The sportsman who is ambitious to hunt big game will find with delight that the Intercolonial intersects the Moose Country for hundreds of miles and affords the readiest means of easy access to the horns of the land of the forest. For this reason it has taken the antlered head of the moose as an emblem to grace its time-tables and folders. Moose are found in twelve of the fourteen counties of New Brunswick, and in many parts of Nova Scotia. What shall be said of this region of big game to which the Government Railway gives the sportsman such ready access? Here is in part what Fred Island of Washington, D. C., has written, and he is a hunter of renown.

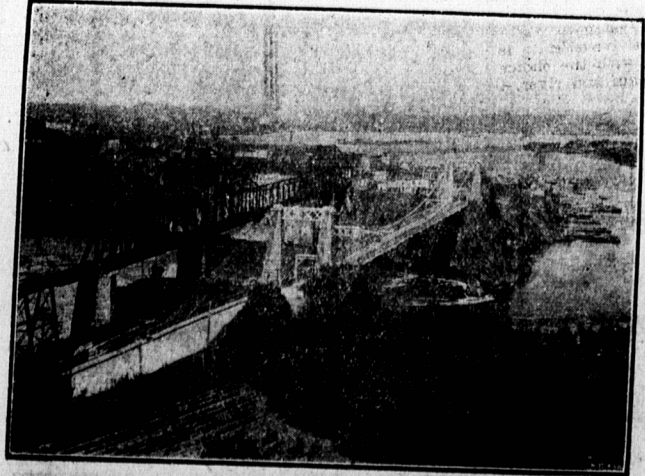
"The Province of New Brunswick is the best game country in all Canada which is in any way easy of access. The network of mountains, lakes and swamps and the great barrens form a natural home for moose and caribou. By going to Newfoundland you can equal the caribou shooting of New Brunswick. By going to North-



Salmon and Trout Catch.

in six months after the union of the Railway connecting the River St. Lawrence with the city of Halifax, Nova Scotia, and for the construction thereof without intermission, and the completion thereof with all practicable speed."

The Intercolonial Railway was thus a part of the union compact, in the first place, and its track binds together with bands of steel the Eastern and Central Provinces of the Dominion. How essential its construction was to the union, and for purposes of trade communication and national defence will at once appear on the briefest consideration of the circumstances and conditions existing in 1867.



Reversing Falls, St. John.



Railway Station at Charlottetown.



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