

MARMORA RAILROAD.

CHAIRMAN'S REMARKS AND ENGINEER'S REPORT.



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TO THE PUBLIC.

INTRODUCTORY REMARKS.

MARMORA AND BELLEVILLE RAILROAD.

It has long been the desire of the thinking portion of the community, that the great mineral wealth, with which this country abounds, should be made available, and consider that it is the duty of those engaged in the conducting of public affairs, to call into action, whatever Providence has placed in their hands, to improve and increase the condition and power of the country. Every speaker in Parliament, every one seeking Parliamentary position, speaks of the necessity, and of the vast benefit, which would accrue to the country, if our mineral resources could be advantageously developed. They have pointed out what other countries have done to convert their minerals into sources of wealth and prosperity, and vauntingly enquire why Canada, with her well known mineral resources, cannot now, make this branch of her dormant wealth available, and why such great delay exists. Our population continues to increase; this increase has nothing but trade and agriculture to look to for sustenance and support. Mechanics and artizans, find no employment for their cunning and skill; why then should we hesitate to add manufactures, and more especially iron manufactures, to the list of the resources at our disposal, to sustain us in our growing youth, and help us into our more mature manhood, and this more especially, as we have the raw material so abundant within our own borders, that no country can compare with us. When we think of this, and then consider the immense consumption of iron, here, and throughout this Continent, to say nothing of the world, he who has his country's welfare at heart, should not think any

sacrifice too large, any aid too extensive, which can call this branch of Canadian resources into existence, unless indeed, it can be shewn, that it is utterly impossible to make it remunerative in this country.—Economists of Canada, for some reason best known to themselves, have at all times regarded the iron trade of Canada with peculiar aversion. Even the last Tariff was silent upon this head. A few years ago, when the Rail Road from Montreal to Toronto, was under consideration, there was a very strong disposition evinced to revive the manufacture of iron, and it was then suggested, that we could make our own Rails, and even if they cost us more, we should not have so large an amount of foreign indebtedness, and we should feel it less; but some influence was set to work, and whether it was the influence of the English Iron Masters, or what it was, sure we are, that there was a great eagerness evinced, that the project should be abandoned, and instead of public men shewing themselves to be friends of the enterprize, those who had its success at heart—those who desired to call the manufacture of Iron in Canada into existence, were represented to be our country's foes. It was tauntingly said, if we did not take English Iron, we could not get English Gold, an assertion which told well, but yet which had no foundation in it, for such is not British system of trading. In those days, it was laid down as a principle, that if we could buy the article in other countries at a less price than it could be made for in Canada, we ought not to attempt either to make it, or oppose its introduction from that country, whose sway we were proud to acknowledge. This was called an infallible principle, and people who knew nothing of the matter, applauded the nonsense, because it was easier to do so, than to controvert by arguments and facts. We must insist, that the principle as applied to the existing state of trade, between nations, is grossly false; because it pre supposes a fact, which never has existed, and which never will exist, namely: really reciprocal or free trade, for if the principle above quoted be true, then is it likewise true that a manufactory has not an infancy and a maturity, but forever remains what it is, at its commencement. Had this been the guiding impression in England for all past ages, she would not now have a manufactory in existence—she would not now make her boast, that if those engaged in the Iron Trade, would but keep up their reputation for the quality of the article, she still would defy the world, and still maintain her proud pre-eminence, of the first nation of the Globe. We contend that it is wise in an individual to give a large sum for a beneficial trade secret, such as we have known people in this country to give; or to sacrifice many of his early years and much of his present fortune, in qualifying himself for a lucrative profession, or to pay a large amount annually to an insurance company, to secure a provision for his family after his death. So in our opinion, is it most wise in nations or states, to make heavy sacrifices for a long term of years, for the acquisition of profitable and extensive manufacturing establishments. But in asking aid from the Province, we do not go thus far. Those who desire that iron should be made in Canada, out of Canadian Ore, say, enable us to bring out our mineral in the ma-

terial, to the same extent you give your generous aid to the lumbermen of the country, and in a few years, we will do all for you, that foreign trade and commerce can accomplish. We do not ask any interference with the trade or commerce of the country while we are making the experiment, we neither seek nor desire a protective duty, until it shall be called for by others; but we do ask for that assistance which has been given to others, who have less of public interest in their undertakings, than is to be found in the enterprize of making Iron in Canada: Give us the same aid, and we will be prepared to meet all contingencies.

It is then asked, what if the aid sought for be granted, can it be undertaken for the advantage of Canada? We answer, the undoubted permanent establishment of iron works, to such an extent, as will make Canada, for this Continent, what England is for the world at present. For many years the Iron mines in the County of Hastings, have been favorably known to, we may say the world, and if they have not yielded a sufficient remuneration to those enterprizing parties who have worked them, the want of management, skill, and a cheap and facile access to market, are the true and only causes of their failure.—The distance from the Ore beds, as well in Marmora as in Madoc, to the water of the Grand Trunk Railway, is in each case about 30 miles, and it is believed the difficulty which has hitherto stood in the way of the success of the undertaking can be over come by the construction of a Rail Road from Marmora to Belleville, and the route selected will not only terminate at Marmora, but it will at the same time afford accommodation to the Madoc mines, and to the mills throughout the interior of the County. So convinced was the Government of this fact, that Mr. Robert L. Innes, was instructed by the Board of Works to make a Survey of the proposed Road, and to report to them without delay, no doubt with the view of furthering the desired object, now sought to be obtained by the Charter granted at last Session for building a Road from Marmora to Belleville. Mr. Innes, completed his Report in due season; and it is now herewith laid before the public for its consideration, inspection and support. The well known and established fact, that the Iron Mines in North Hastings are almost inexhaustable, does away with the necessity of entering more fully into details, but we refer the reader to the report of the Engineer, whose facts and figures being all within bounds, may be regarded as most reliable, and as showing the probable amount of traffic on the road. The Company is incorporated with a capital of \$600,000, divided into twelve thousand shares, of fifty dollars each, and every share entitles the proprietor, on every occasion when the votes of the Shareholders are given, to one vote for every such share. As soon as shares to the amount of \$150,000 in the capital stock of the Company shall be taken, and the per centum thereon shall have been paid, the Company can and may proceed to business, and a new board of Directors are to be elected by the Stockholders to take the place of the Provisional Directors. The Company is also authorised to raise upon bonds, as a portion of its said capital, the

sum of four hundred thousand dollars, and may give the road or any other property in security. In addition to this it is proposed to seek aid from the Government, it being well ascertained that the Government, as all Governments must be, feel deeply interested for the success of an undertaking which must materially assist the country in its growth and prosperity. The aid contemplated is 500,000 acres of land; and the conviction is growing stronger day by day in the public mind, that it is as much the duty of the Government to aid in developing the mineral resources of the country, as it is for them to expend large sums of money in making difficult waters navigable; and we have every reason to believe that upon the stock of the Company being subscribed for and the percentage paid up, according to the charter, that the Government may be induced to recommend to Parliament the granting of half a million acres of land to aid in the construction of said road. Should this grant be obtained, and of which we entertain but little doubt, it will become necessary to appoint Commissioners in England to sell these lands, whose duty it will be to apply the proceeds of the sale of the lands to the liquidation of the bonds proposed to be issued, and it is believed, with a guarantee of this kind no difficulty will be experienced in obtaining money on the bonds the Company may issue.

Before proceeding to consider other points, let us return once more to the consideration of the Iron trade, for after all, this is our main object. We know there are not wanting persons who delight in throwing cold water upon any and every enterprise, and who may get hold of the unwary and the thoughtless, and seek to impress upon their minds, that because misfortune has attended the management of the Marmora affairs, that no one must expect to succeed with them. Now turn to England, look at the Iron trade, and let not people fancy that because they now see the Iron masters of England prosperous and successful in their undertakings, that it has always been thus with them, and that all was as smooth with them in their infancy as it is now in their maturity, for such, most assuredly is not the case. The difficulties were greater amongst the undertakers of the work when it first started in England than it ever was here. Failure after failure attended their undertakings, and for long and many years the foreign article superceded that made in England, not because it was superior, but it was essential for all cases of machinery and such like, and for steel the very best qualities should be procured and employed. But did this deter the enterprising people? Not at all. With every successive failure they returned with renewed vigour to the undertaking, until it has by dint of energy, science, skill and protection, assumed that gigantic form that it can at will control the market of the world. Even now, however, for steel they cannot dispense with the Sweeds Iron, which is made from the same family of ore, as the ore found in the beds in North Hastings, and other parts of the Province. Now what is our position? The fact is patent, that no ore exists, or is known, that is equal to the ore of our mines for machinery and steel. So the judges in England said at the World's Fair, and at the Exhibition in Paris two years

afterwards. Therefore, the mere failure for the want of skill, and the lack of facilities to convey to market at cheaper reasonable rates, should not be urged as an argument why those who now have the matter in hand should not undertake it with every prospect of probable success.

We are satisfied that a well grounded conviction exists, that if persevered in with that energy which the vastness of the undertaking calls for, it must and will lead to the permanent establishment in Canada of a branch of trade that will make us indeed a worthy offshoot of the parent State, in prosperity, wealth and standing.

We shall now fall back upon the consideration of the road, and propose to adduce a few words to establish our claims to the aid we are seeking from the Government. The public will then bear in mind, that the Government has wisely opened several newroads, leading to settlements where free grants of land are made to those who feel at all desirous of becoming their own landlords. One of these roads is well known as the Hastings Road, and is settling with great rapidity. One of the termini of the proposed road, and for which we ask Government aid, will be in the Village of Hastings, in the Township of Madoc; so that when the pioneers who have lately undertaken to subdue the forest, shall come to the Village, they may justly consider themselves on the front, and along the line of direct communication either east or west. Thus it may very truly be said, that by building this road we are seconding the efforts of the Government to procure a speedy, complete and good settlement of the new townships lately opened for occupation. Yes, the settlers along the line of the Hastings Road may, if they see fit, leave their *now* remote abodes in the morning, and the same night sleep in Toronto, or the next day at 10 A. M. breakfast in Montreal. We think this is another sufficient reason to advance, why this road has a good claim on the Government for aid in land towards the undertaking; and we ask what more can be accomplished by the North Shore Railroad, or by the St. Maurice Railroad, than with every show of reason and common sense is here proposed to be accomplished by the Marmora and Belleville Railroad Company?

We do not desire to shut our eyes to the fact, that a Company has been incorporated to, build a Tram Road from Marmora to Colborne, with a capital the same as our own. The full amount of its Capital must be subscribed, and ten per centum upon the whole amount paid in before it can go into operation. We do not intend to offer any remarks upon this scheme, further than to rebut some of the grounds taken up by its advocates, which may appear adverse to the interests of the Marmora and Belleville Road. We are aware of the line of argument set up by them for opposing the grant, which we seek from the Government.— They say, they are willing to build the Road by private enterprise, and that the Inhabitants of Rochester will aid them in the undertaking, with the view of obtaining the business. We do not believe that the people of Rochester are to be caught. But granted, even that this be done, it does not detract from the vast difference of the proposed undertakings

to extend and increase. Who shall deny, that from these Marmora Works, and objects of the two Companies. The Colborne Company proposes to take the Ore away from the country and ship it, but they do not contemplate manufacturing within our own country. If the Rochester people contribute anything, it will be with the view of obtaining the raw material, and returning it manufactured to Canada, and this, and this only is the object of the Company. Then why should their opposition or their reasoning avail? They have no Company within their limits to work their mines to advantage, all they ask, is to be made the conveyers of the raw material—to send it out of the Country, and then ask this Province to encourage the foreign mechanic and laborer, by reimporting the article in a manufactured state. Now the Marmora and Belleville Company propose no such thing; they propose to export such of the Ore as they will not use, but the chief object of the Company is, to support and aid the manufacturing of the various kinds of Iron required in Canada, so that a branch of trade and industry may be created, which will add materially to our wealth; by decreasing the annual amount of our importations, by which we shall be able to supply a new and growing want, namely, the rails for our own Railroads; and further to employ a large amount of convict labor, in manufacturing an article not now made, and at the same time relieving other national branches from competing with convict labor. We find this view not only sustained, but greatly strengthened by the Grand Jury at Kingston, who in their presentment, remarked upon this head:—

“The Jurors would also remark, that with reference to the application of convict labor within the walls of the Provincial Penitentiary, they conceive that a change might be made, which would be an act of justice, not only to the mechanic and tradesman, but to the Province at large. They would earnestly urge upon the Government the necessity of abolishing those mammoth workshops within the prison walls, whose labor is thrown upon the market, to the great discouragement of the honest mechanic, and to the injury of the Province, and institute in their place a manufactory of iron—thereby not only developing the resources of the Province, but also retaining at home large amounts of money in payments of the imported article; and they feel assured that owing to the proximity of unlimited quantities of the finest Ore, both on the Rideau and at Marmora, that a profitable manufactory of that kind could be established, and any number of prisoners be employed.”

So that it does appear that others have turned their attention to this fact, as well as we have. In fact, it is a point, that could not fail to excite the attention of any one, who would seriously consider the whole subject. Thus, while Belleville will be engaged in making Bar Iron, Nail Rod, and Boiler Plate, and establish Pad-lock factories, and other small wares connected with the Iron Trade, for which hundreds of thousands of dollars are annually sent out of the country, Marmora will be engaged in converting the Ore into Pigs and Blooms, and manufacturing Stoves, Ploughs, and Potash Kettles. We shall prepare to erect, and shall erect, if this Road is completed, a large extent of machinery at Kingston, to be worked by convict labor, in making Rails for the various Railroad Companies now at work, and which the exigencies of the times will continue

to extend and increase. Who shall deny, that from the Marmora Works the Rails which will be required for the Great Pacific Railroad, may not be manufactured? Who will dispute, that from this point the Rails may be as conveniently forwarded, for the whole line of Road as from any other? And surely it is no small point for consideration, to know, if encouragement be now given to this enterprize, that is the building of the Marmora and Belleville Railroad, that the Marmora Iron Company may be in a position to furnish the rails for the Pacific Railroad, which will assuredly be built and through Canada, by which the points desired to be reached can be attained by 2,350 miles less travelling than by any other. And are not these good and sufficient reasons why we should urge upon the Government the propriety of granting, and why the Government should grant aid in land to further the undertaking, even though the great enterprise of another line may seek to force us to take our trade to another country. We are sure the point, as we have here placed it, cannot be set aside—it cannot be overcome, and it is because we view it in the light of a provincial or national undertaking, that we are convinced the Government would be sustained in granting the aid sought after. The nonsense about reaching the lake may tell very well amongst people who know nothing of localities, but at all times and at all seasons of the year we can and do ship from Belleville quite as early, nay, earlier than any entries are made at the port to which our western neighbours seek to draw the trade. Besides, in Belleville harbour vessels can lay at ease and ship a full cargo, while it is not so with our neighbours to the west. Again, who doubts that it is to the east we must contemplate shipping our exports? but we take it the rail will take all the manufactures from Belleville and Marmora, while vessels freighted to Belleville with coal for working the Iron at the forges will take back a return cargo of Ore; so that while we import the Coal, we shall send back by return shipments the pay in our raw material, by which we shall hope to make the trade in every branch remunerative and national.

This is not the occasion to show what is contemplated to be done by the Iron Company at Kingston with convict labour, a future and another occasion will present itself, when we shall enlarge more fully upon this point; nor is it our desire to say anything upon this subject which has been said by others. We have therefore caused to be transferred to this pamphlet opinions and views of the local press, upon the proposed construction of the Marmora and Belleville Road. The questions connected with it are not new to the gentlemen conducting our local press, and therefore it is satisfactory to find that they fully agree upon the various points touched upon, and in a manner which we cannot improve.

At a convenient period the Provisional Directors will issue a prospectus until when it is thought the contents of this pamphlet will afford sufficient information for those who desire to aid the undertaking.

G. BENJAMIN,

Chairman.

Belleville, Nov. 22nd, 1858.