

## CHAPTER FIVE:

# The Canada Eastern Railway and Fredericton Railway Bridge

*It will be quite an easy matter, when the Fredericton Railway Bridge is constructed, to make the journey from St. John to Chatham, via Fredericton, in about five hours, so that a passenger can leave St. John in the morning and take his dinner in Chatham. From this it will be very clear that when once this bridge is constructed the Northern and Western Railway will prove, in conjunction with the New Brunswick Railway, a formidable rival for the Intercolonial Railway for the trade between St. John and the North Shore.*

- Miramichi Advance, July 14, 1887.

**W**HILE THE COTTON factory was building, Gibson was forging ahead with yet another railway, this one to Chatham. There were good reasons for such a connection. It would provide timber access for lumbermen at both ends of the line, especially for cedar, though the stands of spruce, hemlock and even pine were also substantial. With a railway bridge in place Chatham and mills along the Bartholomew River at Boiestown, Doaktown and Blackville would have direct connection with Saint John on the one hand and the Maine Central on the other, and with the Intercolonial Railway soon to connect at Chatham, Gibson could hope that the line would be a lucrative feeder for both Saint John, Fredericton and, of course, Marysville or perhaps even prove a direct competitor.

It was the fulfillment of a scheme which dated as far back as 1872, when Gibson and Thomas Temple, along with prominent lumbermen such as William Muirhead and John McLaggan of Miramichi, steamship magnate Sir Hugh Allen, Peter Mitchell, later Premier of New Brunswick, and Andrew Gault had incorporated the Northern and Western Railway Company for the purpose of constructing a line of railway “from the town of Chatham, passing through the counties of Northumberland and York to Fredericton, with the necessary branches.”

Factional infighting with a Newcastle group headed up by Major Randolph Call, who had interests in the steamship and newspaper busi-

ness (he published the *Chatham World*), effectively killed all progress on this project, during which time Gibson explored other possibilities in the railroad business. In 1876 he became President of the Central Railroad, which projected a line from the New Brunswick terminus at Gibson to some point on the Intercolonial Railway through the coal fields at Grand Lake, a scheme which had many stops and starts and never really went anywhere, at least in Gibson's day. After the sale of the New Brunswick Railway, as aforementioned, there were two other schemes which never came to fruition: his invitation to join Sir William Howland in a bid to build the trans-Canada railway to British Columbia and an offer by Gibson himself to purchase half a million of CPR stock.

In 1883 the Northern and Western Railway Company, or the "Miramichi Valley Railway," as it was colloquially known, was reorganized with Gibson as President, Jabez Snowball, owner of the largest lumber mill in the Miramichi area, as Vice-President, and other lumbermen such as William Muirhead of Chatham and John Pickard, M. P. for York, as directors. The Newcastle group which had opposed Gibson's original proposal for a Chatham - Fredericton railway, arose again in protest by forming a rival company, and there was actually a legal battle over which company had advertised prior notice to build the line. When the smoke cleared the Dominion and Provincial governments backed Gibson, perhaps because with the construction of the New Brunswick Railway to his credit, he had, as it were, the better track record.

There was yet another battle to be fought, this one for subsidies. In 1884 D. E. Maxwell's survey recommended a route from Gibson through Marysville, crossing the Nashwaak river just above the town and following it on its eastern side to Boiestown, where it would connect with the South-West Miramichi and proceed through Doaktown and Blackville to the Intercolonial at Chatham Junction. The Province provided a cash subsidy of \$3,000 per mile for this route with no land grants attached. When the Dominion subsidies were announced, there was a bit of a surprise. The Newcastle group, it seems, had made its influence felt in Ottawa, for while there would be a cash amount of \$3,200 per mile from Gibson to Blackville there would be no subsidy for the section from Blackville to Chatham Junction. Instead, there would be a grant of the same amount per mile to build a branch line from Blackville to Indiantown near Newcastle, bridging the South-West Miramichi to its North Shore; and there would also be a subsidy for a contractor to build a branch of the Intercolonial Railway from Indiantown to Newcastle - like Chatham Junction a connecting point of the government line. Fredericton interests, properly in the Gibson camp, were furious at this sort of meddling by the Call



faction, and very unhappy with the performance of Thomas Temple, newly elected Conservative member for York, who was not felt to have done his job in Ottawa.

But the decision had been made to build to Chatham Junction, and with Gibson's famous determination steering the work, none of these setbacks would materially alter the course or pace of construction.

His formidable partner in this venture was Vice-President Jabez Bunting Snowball. A worthy successor to the great Miramichi timber barons of the previous generation, Alexander Rankine and Joseph Cunard, whose rivalry was fought out on opposite sides of the river and the Provincial Legislature, Snowball was the biggest lumberman in the area, owning the largest steam sawmill in New Brunswick, cutting 170,000 feet a day, with other mills in Tracadie and Bay du Vin, along with a grist mill at Red Bank. In addition to holding vast timber leases from the Crown, he was also a co-founder of the Miramichi Steam Navigation Company, building steamers and shipping lumber and lobsters to the British Isles from wharves at

Jabez Bunting Snowball, a long-time partner and rival of Alexander Gibson. In the latter part of the century Snowball operated the largest lumber operation in the Miramichi, founded the Miramichi Steam Navigation Company, and the Chatham Branch Railway. After He was Liberal member for Northumberland from 1878 to 1882, and afterwards Lieutenant-Governor of New Brunswick. He died February, 1907.

**PANB Slides of the Fathers of Confederation: P106-40.**

which ships lined up ten deep. In short, he was the Alexander Gibson of the North Shore, albeit a slightly smaller version, both in stature and in wealth, and both he and Gibson stood to gain nicely from a railroad connecting their two business empires.

Such was the haste to build this line that things got going in the summer of 1884, even before the federal grants were announced. Snowball and Gibson would work from opposite ends towards Doaktown, where a bridge would join the two sections. Gibson's end was a notable hive of activity. The first sod was turned in July, and less than four weeks later a locomotive was able to be run slowly up the first section of the railway from Gibson to Marysville with machinery for the great cotton mill, then rising. Steamers with steel rails from England were unloading at the mouth of the Nashwaak. The sawmills were churning out lumber for the mill and sleepers for the railway. The bridge across the Nashwaak, just above town, was already partially built. In all, about five hundred men were laboring along the line. Meanwhile, reported the *Gleaner*, "from a certain cozy library, looking out upon a well-kept lawn adorned with handsome hedges and trees," went out messages which affected the lumber business of not only the province but even Great Britain.

There seem not to have been any major difficulties in construction, with the exception of a large cutting, called the "Big Fill," at Nelson's Hollow, eighty feet wide and deep. A lot of bridges were required. These were wooden bridges, mostly of the Howe truss design. They were less than half the cost of a steel bridge and, though less permanent, could be replaced later when revenues began to flow. Such was the strategy employed by the Canadian Pacific Railway in its race to the finish. The rails came from the Barrow Hematite Steel Company in Barrow-on-Furness, England, and weighed 60 pounds per yard - not the heaviest possible but the same weight as the Intercolonial Railway was using at this time.

Construction showcased the Gibson - Snowball rivalry quite nicely, as both men personally supervised their sections and each team worked with a will to reach Doaktown first. It took approximately two years, from August 1884 to September 1886 to complete the main line. If one story is true, Gibson's men threw down their tools about three hours before Snowball's, and by the latter part of September it was announced that through trains were now running from Chatham Junction to Gibson. This was a bit of misinformation. Trains were running from both Chatham Junction and Gibson to Doaktown, but the bridge there hadn't yet been completed, and wouldn't be for another few weeks, as some miscreant - and the *Miramichi Advance* laid the blame firmly on the disgruntled Newcastle faction - had exploded a charge of dynamite on each end of

the centre span, almost destroying it. By late September, 1886, travelers could indeed travel the full length of the line, so long as they didn't mind a forty-minute dinner break at Doaktown and crossing the river on a rope-drawn timber scow. (The passenger bridge had been washed out the previous spring by a catastrophic freshet.)

These were but temporary setbacks. By late October the last spike had been driven on the completed bridge and on January 1, 1887 the railway was officially opened. Also opened was a telegraph line connecting the two cities, the poles for which had been strung at the same time track was laid. The Northern and Western Railway included not just the line from Gibson to Chatham, but also the Blackville - Indiantown section, which was built in 1886. In a kind of counter-coup to the Newcastle faction, the man who secured the contract to build the link from Indiantown to Newcastle was none other than Snowball himself, an event which, reported the *Gleaner*, must have come "like a thunderclap" upon the ears of the opponents of the railway, who now must have "wanted to get somewhere into the woods and lick themselves." As a final touch, a deal was made with Snowball to upgrade the Chatham Branch Railway, an eight-mile section connecting Chatham with Chatham Junction which Snowball had become owner of in 1876, but which had been built with inferior quality, second-hand rails on loan from the Dominion government. It now got new rails and its three stations were to be included in the main line of the Northern and Western.

There were twenty-six stations on this railway, with locations at Chatham and Ivory's on the Chatham Branch railway; and Chatham Junction, Upper Nelson, Chelmsford, Gray Rapids, Blackville, Upper Blackville, Blissford, Doaktown, Stewart's, Ludlow, Boiestown, Astle's Crossing, Clearwater, Portage Road, Upper Cross Creek, Cross Creek, Covered Bridge, Zionville, Durham, Nashwaak, Manzer's Siding, Peniac, Marysville, and Gibson on the main line. The hardware included 11,000 tons of railroad ties and about 285,000 sleepers. The rolling stock, reported F. H. Risteen of the *St. John Sun*, the first correspondent to travel the road, consisted of eight locomotives, three first-class passenger cars, one second-class car, two combination cars for passengers and baggage, eighty-five flat cars, thirteen box cars, two snow-ploughs and one flanging car. The passenger cars were purchased from the Laconia Car Company in New Hampshire, and were finished in local hardwood. Some of the freight cars were built in Chatham, the rest in Saint John. Three of the locomotives came from the New York Locomotive Works, four from the Intercolonial Railway, and one from Toronto. The heaviest, No. 11,



Barques loading deals at (Edward) Sinclair Lumber Co. sawmill, Northwest Bridge, Newcastle.  
**PANB Ole Larsen Fonds: P6-211.**

weighing in at 55 tons, was pronounced by the drivers to be a very superior product.

In the summer of 1887 Snowball was elected President of the railway with Gibson as Vice-President. Directors included Alexander Gibson Jr., brother John Gibson and Alfred Rowley, head book-keeper of the Gibson lumber business.

To secure proper advertising for the system, the summer of 1887 saw a grand excursion organized by C. H. Lugin, Secretary of the Provincial Board of Agriculture, and peppered heavily with newspaper correspondents. Gibson provided a special train for the event but begged off himself. So many of his staff were on board, he said, he felt someone had to stay behind to look after the business. On a sunny and extremely hot July day, having taken formal leave of Gibson at Marysville, the contingent set off up the beautiful Nashwaak valley at such speed that it overtook a train which had left Marysville an hour previously. There was a stop at Doaktown for dinner at Mrs. Murray's

where it was discovered that as guests of Mister Gibson all expenses had been paid in advance. Farther up the line they sped at an almost an alarming rate through intervalles of farmland and famous salmon grounds until at Chatham Junction they were joined by Mr. Snowball and his wife, who generously put a steam launch at their disposal for a trip out along the vast bay of the Miramichi. On the trip back another steamer was sighted, decorated gaily with flags. It was Mr. Snowball again! A salute was fired, and amid cheering and laughter all repaired to Chatham, where accommodations were secured and resort was had to the ice-cream saloon before supper. Thus concluded, wrote Mr. McCready of the *St. John Telegraph*, one of the most delightful excursions possible on any line of railway in New Brunswick.

Proponents of the Northern and Western Railway made various arguments as to why the line could be a paying proposition. Farming might be developed. As far as tourism went, the area might become, in the words of Mr. Risteen, "the great health reservoir of the weary dollar-maker; the annual resort of all the tired multitude from the cities who seek and here secure expansion of lung, quickening of pulse, renewing of brain tissues and exclusion of bile." For Gibson and his associates, of course, this would all be icing on the cake. The cake was a fat forest of timber, sprinkled with saw mills.

ALL THAT WAS needed now was a railway bridge across the river Saint John. The impetus to build the bridge was two-fold. Mainly, the Northern and Western needed access to the Western Extension at Hartt's Mills. There was also the very real possibility that the bridge would form part of a "short line" from Montreal to Halifax. The mandate of the Macdonald government required it to complete this line as a part of a trans-continental railway linking both oceans, and the shortest route for the Maritime section was across Maine. Technically, building a small though difficult section from Moosehead Lake to Mattawamkeag would do the job, as the other trackage in both Maine, New Brunswick and Nova Scotia was already in place and able to be leased or rented. From McAdam Junction at the Maine - New Brunswick border, the route would traverse the Western Extension to Saint John, from there along the European and North American to Moncton, and thence to Halifax. Unfortunately, such a route completely bypassed Fredericton. In 1884 pressure from certain Maritime politicians, including Mr. Temple from York, Mr. Landry from Kent, and Mr. Wood from Westmoreland, in concert with members from Halifax, put pressure on government to consider a second way to reach Halifax by building a section from Fredericton to Salisbury, a distance

of 113 miles. In this scheme of things, the Short Line would traverse the Fredericton Branch Railway at Hartt's Mills, and would of course have to cross the river to reach the Fredericton - Salisbury section. Gibson and his friends understood that the tolls paid by Short Line trains alone on their bridge would be huge.

There was a temporary setback in building the bridge. The Fredericton and St. Mary's Bridge Company was incorporated provincially in 1882 for the purpose of constructing a bridge across the river to a point near the Gibson railway terminus, but the project was disallowed by the Governor General on the grounds that it interfered with the rights of the Dominion government, as the Saint John River was an international waterway on its upper reaches, and as such any bridge crossing the river came under federal not provincial jurisdiction. The election of Fredericton High Sheriff Thomas Temple, President of both the Fredericton Branch Railway and the Fredericton Bridge Company, as conservative M.P. for York in 1884 seems to have changed all that. Temple secured the backing of Premier Andrew Blair, at that time a supporter of the Macdonald government, who decided to defy federal authority and proceed with the bridge project. Consequently, on May 1<sup>st</sup>, 1885, while the great cotton mill and the Northern and Western Railway were building, Gibson and Thomas Temple, along with Alexander Gibson Jr., Fred Hilyard and Egerton Burpee re-formed the Fredericton and St. Mary's Bridge Company. The capital stock of the Company was set at \$400,000, and the Company was entitled to elect directors when 10 percent of \$200,000 or \$20,000 was subscribed by shareholders.

Gibson seems to have exerted considerable pull in getting Mr. Temple his seat. A humorous article in 1892 noted that "Mister Gibson elected Mr. Temple last election, but Mr. Temple aint got no post office for Mister Gibson so Mister Gibson next election will knock the stuffin' out uv Mr. Temple." Though a Liberal of long standing, Gibson himself at this time was pondering the utility of remaining with a party that could not properly serve his business interests, and by the time the bridge was finished and opened, was generally understood to have aligned himself with Macdonald and the Conservative party.

As for the proposed Short Line, the Dominion government provided additional assurance to Gibson and his friends when it entered into a contract with the International Railway Company to construct a line of railway to the harbours of St. Andrews, Saint John and Halifax through Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey and, very importantly, Fredericton and Salisbury to connect with the Intercolonial at Moncton. The initial subsidy was increased to \$250,000 for 20 years, and

the Company agreed to complete the work by July 1<sup>st</sup> 1889. On November 13, 1886 the International Railway Company disposed of its contract to the Atlantic and North-Western Railway Company, and on December 6, 1886 the Canadian Pacific Railway obtained a lease in perpetuity of the lines and interests of the Atlantic and North-Western Railway Company, contracting to complete the Short Line by July 1, 1890.

Finally, on June 10, 1887, it was moved by Sir Charles Tupper, Finance Minister in the Macdonald government, that the Fredericton and St. Mary's Railway Bridge Company be granted a loan not exceeding 80 percent of construction costs to a maximum of \$300,000. The Company agreed to pay interest annually on the amount advanced at 4 percent, and had the right to pay off the loan with interest at any time within fifteen years, while the Government could within five years assume possession of the bridge should the Company default on its loan. The motion was passed on June 15.

Work on the Fredericton Railway Bridge began in July of 1887. The Dominion Bridge Company of Montreal was in charge of construction, and W. J. Hogan was chief engineer. The bridge would cross the river at Sunbury Street and connect at the Northern and Western Railway yards near Gibson. By August City Council had approved a right of way for the laying of track in the lower part of the City. On August 15, 1887, Sir John and Lady Macdonald arrived in Fredericton from St. Andrews for the ceremonial laying of the corner stone, and after the usual ceremonies were escorted to the site below the cathedral in the company of Sir Leonard and Lady Tilley, Hon. George E. Foster, Mr. and Mrs. Temple, Mayor Fenety, City Clerk Beckwith, along with sundry diverse aldermen and prominent citizens. Mr. Temple handed Lady Macdonald a little silver trowel, upon which were inscribed the following words: "Presented to Lady Macdonald by Alexander Gibson, Esq., President, and Thomas Temple, M. P., managing director of the Fredericton and St. Mary's Railway Bridge Company, on the occasion of her laying the foundation stone of such bridge, this day, Fredericton, 15<sup>th</sup>, 1887." The stone was lowered into place by a steam hoist, and Lady Macdonald declared the stone well and truly laid. Also lowered into place was a time capsule containing a copy of the *Sun*, *Farmer*, *Capital*, a list of the Bridge Company directors, officers and contractors for the work along with a number of coins. There was some unanticipated levity after the event, when Mr. Temple declared that although he had not to date made excessive demands of the Dominion government, he would not rest until he had secured \$150,000 for the county. At which Sir John, reaching into his pocket, asked: "Would you like it now?"



Construction of  
Railway Bridge,  
looking from  
south side to the  
north side, 1888.  
**PANB George  
Taylor Fonds:  
5-194.**

Later, the Premier and wife attended a performance in the City Hall, and were escorted around the city by a large procession of firemen. Before leaving Fredericton, of course, Sir John and wife visited Marysville, where Gibson gave them a tour the cotton mill which Macdonald and the National Policy had made possible.

The bridge would stand on eight piers laid in the river proper, with a circular pivot pier in the middle upon which the draw span would turn, and an abutment on each river bank. Each pier would rest upon a rectangular bed of 170 spruce logs pile-driven 17 feet into the river bottom, through eight feet of gravel into hard blue clay. An underwater steam saw would slice each foundation off horizontally and upon this would be placed a watertight caisson 51 by 12 feet constructed of 12-inch timbers, in which the pier would be built up to the low water mark, at which point the caisson would be removed and work continued without it. The piers would be built of Spoon Island granite and Miramichi free stone. Each would feature a 45 degree angle

or “cutwater” to fend off river ice at freshet times. The top of the pier would be 26 feet long and 7 feet wide. The pivot pier would be 26 feet in diameter. The superstructure itself would consist of six steel trusses, each 242 feet in length, with one draw span of 245 feet and two other spans of 165 feet, for a total length of 2,027 feet, making it the longest of ten bridges on the Saint John River. The draw span would leave a clear space of 102 feet on either side of the pivot. The bridge would be 15 feet in width on the inside, 42 feet high at centre, and 28 feet high at each end. Steel rollers where spans touched piers would allow for expansion and contraction of the structure. The floor system would consist of southern hard pine imported from the United States.

Work on the bridge proceeded quickly. By September nearly all the piles had been driven, and an extra train was set in motion on the Northern and Western bringing down Miramichi freestone to Gibson. Meanwhile a crew was at work at Spoon Island quarrying granite, which was being delivered to the job site by the steamer “Florenceville.” By October the citizens of Fredericton were treated to the novel sight of the bridge partially illuminated by electric lights. About ten were available to be powered by a 20,000 candlepower dynamo. This gave a sense of good things to come for the town generally, as at this time the Fredericton Gas Company and Fredericton Electric Company were vying to secure the contract for lighting the City, and Queen Street and the Legislature were being strung with electric lights hooked to demonstration generators. Though the lights were supposed to enable all-night work on the bridge, the tug “Bismark” made a habit of entangling itself in the wires, the second event of which effectively ruined the system and more or less curtailed night work on the project.

By late October the piers were finished and half of the 175-man crew headed off to the timber woods - many, no doubt, in the employ of Alexander Gibson. By November only the granite bridge seats upon which the superstructure would rest remained to be placed, and by February 40 rail cars of material for the superstructure had arrived over the Northern and Western at Gibson.

There had been a number of serious accidents in the course of putting up the piers, and the work of setting the trusses proved fatal to one workman. Patrick Cantwell, a young man of East Cambridge, Massachusetts, recently arrived in Fredericton from Sault Ste. Marie, where he had been working on a project for the same company, had his lower extremities crushed by a timber falling from the high false work. He was taken to White’s hotel on a mattress. “Boys,” he said, “I’ve only a few minutes to live; I’ve got to die.”

By May 1888 the draw was in place, by June the final location for the rail line through the City had been decided upon, and at noon on June 20 the first train crossed the bridge from Gibson to Fredericton. It consisted of a locomotive and five flat cars. Among the dignitaries was Thomas Temple, though it does not seem that Mr. Gibson himself was on board. The bridge was officially opened on Dominion Day, 1888, and by August 4 connection between the bridge and the Fredericton Branch Railway had been finished by a "Y" at College Road and a point 300 yards above.

At this point in Fredericton's history, all seemed going swimmingly. Seemingly as a harbinger of things to come, the CPR was stringing telegraph wires along its Short Line through Maine line and into Fredericton, the office of which was to open in February, 1889. That summer a CPR cattle and produce car rolled into town, advertising the benefits to be derived from railway connection with the great North-west. "Already we are an important railway centre," crowed the *Reporter* in August, "but when the various lines that are now in course of building are completed we will be a very 'hub.'"

By December, 1888, however, a disturbing rumour reached the Fredericton newspapers. The CPR, while forging ahead with the Mattawamkeag section of the Short Line, seemed to be backing away from its commitment to the Fredericton - Salisbury branch. The rumour was true, for in March, 1889, Thomas Kenny, Conservative member for Halifax, rose in the House of Commons to complain that although the CPR had bargained in good faith to complete the two Short Line sections through Maine and New Brunswick simultaneously, absolutely nothing had been done on the latter portion and the contract for the work was to expire on July 1, 1890. At this time Prime Minister Macdonald stated that should the CPR default on its commitment to the Salisbury branch, the Fredericton Bridge Company on the authority of Thomas Temple, member for York, would build the required link for \$16,000 a mile or about \$2.5 million. Here the competing interests of Fredericton and Halifax on the one hand, and Saint John on the other, came to the fore, Halifax recommending construction of the Salisbury line, though the savings in running time over the existing route though Saint John would be only about 20 minutes, with Saint John, of course, opposing it. Mr. Gillmor, Liberal member for Charlotte County, also stood up in the House to oppose the Salisbury link, arguing that traffic would bypass St. Andrews on its way to Halifax. The motion to build the Salisbury line passed the House but was defeated in the Senate.

Parliament at this time was split by a motion that threw the Short Line controversy into the background and forced Thomas Temple to face

charges of influence peddling and the Macdonald government generally of “buying” Mr. Temple’s seat in York. On April 27, 1889, Sir John A. Macdonald proposed a vote for a \$30,000 subsidy for the Fredericton and St. Mary’s Bridge Company. Under questioning Mr. Temple claimed that with the Fredericton - Salisbury branch of the Short Line in place, the bridge stood to make a profit of \$30,000 a year in tolls, while only costing \$2,000 in maintenance. Why then, asked James McMullen, member for Wellington South, should there be a subsidy for a profitable bridge, and one already completed? Macdonald retorted that this was merely a standard subsidy of 15% on bridges costing over \$100,000. Opposition leader Wilfred Laurier stood up to state that a \$30,000 grant on a work capable of earning \$30,000 profit was not merited and would divide the House; Sir Richard Cartwright added that no member with a controlling interest in a government work such as Mr. Temple could accept such a grant and preserve his political independence; and Mr. McMullen summed up the matter succinctly by calling the whole motion nothing less than a “job.” When it came time to vote, the House split 66 to 35, with the Macdonald government carrying its motion.

When the Maine Press Association left Marysville in the fall of 1888, after their tour of the town and cotton factory, Gibson’s parting words were: “Don’t forget the Short Line.” Apparently, not everyone was listening, for the Fredericton - Salisbury section was never built. The next spring the first train over the newly completed Short Line through Maine arrived in St. Andrews, having covered the 450 miles from Montreal in 19 hours. “In a short time,” reported the *St. Andrews Beacon*, “trains bearing the fruits of the western grain fields will be rolling over the line, seeking an exit for their freight at one or other of the Maritime ports of Canada or the U.S.” One of these ports would be Halifax, for certain, but no CPR trains would be crossing the Fredericton Railway Bridge to get there. ☞